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Publications

# ANNUAL REPORT

*of*

## *The* HARBOUR COMMISSIONERS *of* VANCOUVER

British Columbia



*For the Year 1922*





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ANNUAL REPORT  
OF THE  
HARBOUR COMMISSIONERS  
OF  
VANCOUVER  
British Columbia



For the Year 1922





## Harbour Commissioners of Vancouver, B. C.

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To The Hon. Ernest Lapointe, K.C.,  
Minister of Marine and Fisheries,  
Ottawa.

Sir,—

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1922 is herewith respectfully submitted.

We have the honour to be,

Sir,

Yours respectfully,

Guy H. Kirkpatrick, President.

R. E. Beattie, Commissioner.

S. L. Prenter, Commissioner.

23-3-43



Sacking Grain at No. 1 Elevator.



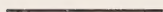
Loading Sacked Grain.

## Personnel of Commission

GUY H. KIRKPATRICK, President.

R. E. BEATTIE, Commissioner.

S. L. PRENTER, Commissioner.



## Chief Officials of Corporation

Secretary

W. D. HARVIE.

Chief Engineer

W. G. SWAN.

Comptroller

CHARLES REID.

Harbour Master

A. H. REED.

Chief Accountant

P. M. FERRIS.

Supt. of Signals and Police

C. O. JULIAN.



## AT A GLANCE

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1915—Number of Ocean-going Vessels    237

1922—Number of Ocean-going Vessels    717

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1915—Revenue for year    -   -   -    \$ 23,000

1922—Revenue for year    -   -   -    \$425,000

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1921—Grain exported for calendar year:

One and a Half Million Bushels.

1922—Grain exported for calendar year:

Fourteen and a Half Million Bushels.

AS SEEN FROM THE AIR.



Salisbury Drive Wharf and No. 1 Grain Elevator.



Granville Island, False Creek.

Photo by Air Board.

# ANNUAL REPORT, 1922

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**D**URING the year Vancouver has taken another long stride towards its high place among the great ports of the world and one of the most stimulating and convincing signs of rapid progress in the coming years is the remarkable faith and interest of the whole community in port affairs. It is encouraging to those entrusted with the administration and development of the port to feel themselves supported in their efforts by such an optimistic public sentiment. There has been little or no adverse criticism to withstand, or opposition to contend against but everywhere encouragement, counsel and assistance spontaneously offered.

The eyes of all sections of the community are on the port. Port development is foremost in the deliberations of Boards of Trade, City and Municipal Councils, Manufacturing, Industrial, Shipping and Commercial associations. In private conversation, as well as in public assemblies, it is discussed with enthusiasm.

An appreciation of the future of the port, a consciousness of its growing importance has entered into the minds of the people and there is no better earnest of future progress.

The most popularly attractive feature of the business of the port and probably the most important has been the rapid increase in the grain movement.

During the Calendar year 1921 the shipments were:—

To the Orient.....	359,428 bushels
To the United Kingdom and Continent	891,642   “
<hr/>	
Total.....	1,251,071   “

During the Calendar year 1922 the shipments were:—

To the Orient .....	3,680,155 bushels
To the United Kingdom and Continent	10,783,728   “
<hr/>	
Total.....	14,463,883   “

The volume of the grain movement for 1922 was not great but the increase over 1921 was great—great enough, when considered in conjunction with other facts, to convince most people, and especially those most intimately acquainted with the grain situation, that Vancouver's future as a great grain port is beyond question.



In support of this belief there is first the fact that the port is open all the year round. This has been often said but its repetition does not alter the fact nor reduce its importance. Naturally the heaviest shipments are confined to what is known as the crop year but in evidence of the significance of the "all the year open port" the shipments during 1922 are given below in months and a glance at the figures will show that there was not a single month in the whole year in which there was not some grain exported.

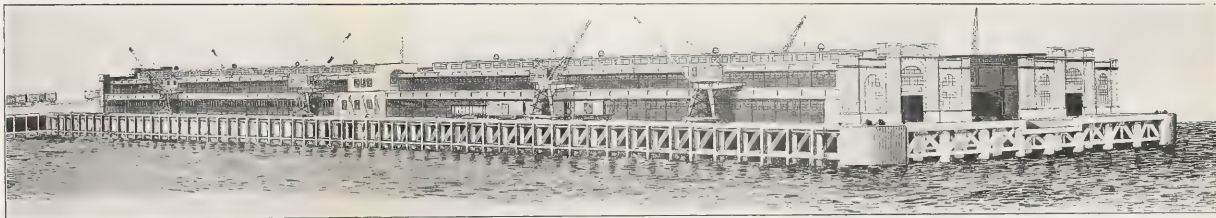
#### SHIPPING OF WHEAT FROM 1st, JANUARY TO 31st, DEC. 1922.

1922.			Bushels.
January .....	To Orient	Sacked.....	376,700
February .....	"	" .....	585,718
March .....	"	" .....	987,178
April .....	"	" .....	626,339
May .....	"	" .....	126,820
June .....	"	" .....	181,500
July .....	"	" .....	73,332
August .....	"	" .....	66,666
September .....	"	" .....	33,333
October .....	"	" .....	155,611
November .....	"	" .....	317,460
December .....	"	" .....	149,498
Total.....			3,680,155

January .....	To U. K. & Continent	.....	1,553,228
	in bulk.		
February .....	"	" .....	281,219
March .....	"	" .....	393,365
April .....	"	" .....	618,263
May .....	"	" .....	396,669
June .....	"	" .....	653,272
July .....	"	" .....	204,888
August .....	"	" .....	60,873
September .....	"	" .....	Nil
October .....	"	" .....	989,005
November .....	"	" .....	2,473,643
December .....	"	" .....	3,159,303
Total.....			10,783,728
Grand Total .....			14,463,883

Another reason is the cheapness of water transportation as compared with rail.

## VANCOUVER HARBOUR COMMISSIONERS



Ballantyne Pier, Vancouver, British Columbia

### EQUIPMENT:

- 8 Electric 3-ton cranes.
- 1 Freight elevators.
- 1 Escalators.

Type of Construction, Reinforced Concrete Throughout

Length of Pier, 1200 feet. Width of Pier, 341 feet.

Length of Trackage, 3,000 feet.

4 two-storey transit sheds—three 500' by 110' and one 400' by 110'.

Freight shed floor area, 741,500 sq. feet

### EQUIPMENT (continued):

- 4 Capstans, all electrically operated
- Automatic sprinkler system





As a striking illustration of this, compare the cost of carrying grain from Calgary to Vancouver with the cost of taking it from Vancouver to the United Kingdom. The movement of a bushel of grain from Calgary to Vancouver, a distance of about 600 miles costs 15 cents. To carry a bushel of grain from Vancouver to Liverpool, a distance of 8,500 miles, costs approximately 20 cents.

From the foregoing it is apparent that the cost of carrying one bushel one mile is fully ten times greater by land than by sea.

Somewhere about Medicine Hat is the easterly limit of the area from which grain is expected to pass through Vancouver, in normal conditions, although, in particularly favourable circumstances, it might come from further east.

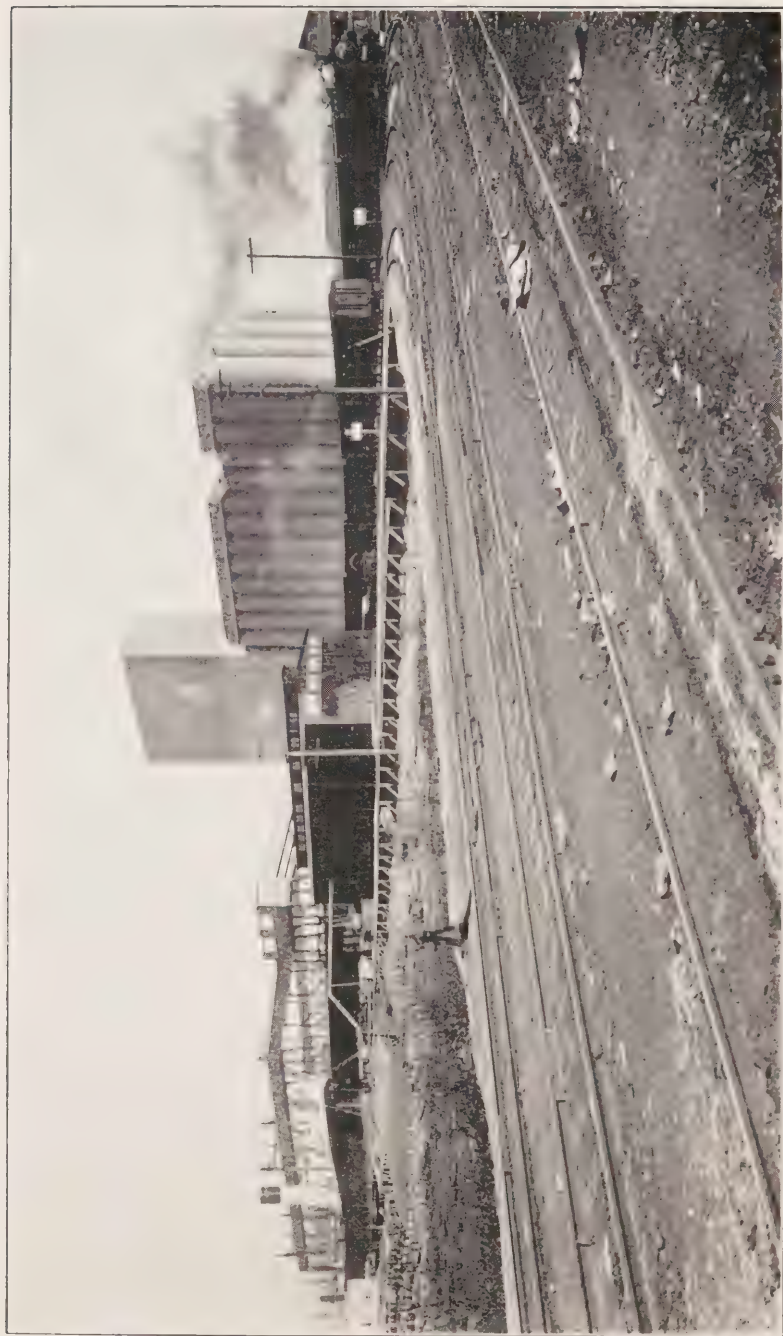
A reliable calculation shows that during the 1922-23 crop year—to the time of writing, viz., April, 1923—the average saving on shipments via Vancouver from points taking the Medicine Hat rate was  $2\frac{1}{2}$  cents per hundred pounds, and the average saving on shipments via Vancouver from points taking the Calgary rate was  $6\frac{1}{2}$  cents per hundred pounds, as compared with the eastern route.

When the Great Lakes route is closed in winter the difference in favour of Vancouver is considerably increased and, should British Columbia be fortunate enough to get equalized freight rates, the western route will be still more favourable.

There is grain enough and more than enough to feed all routes and the foregoing statements are made with no feeling of parochial jealousy or provincial competition, but with the proud and pleasurable purpose of helping to demonstrate that the Dominion of Canada has found in Vancouver, B.C., another economical outlet for the products of her immense, and but partially developed grain fields, to the markets of the world.

#### INCREASED ELEVATOR CAPACITY.

The existing elevator, with a storage capacity of 1,250,000 bushels has, since its construction, been operated by the Board of Grain Commissioners, with headquarters at Fort William, and the splendid manner in which they have handled a somewhat difficult situation, created by a sudden rush of grain westward in excess of all expectations, merits and has received the highest commendation both locally and from visiting grain experts and business men generally.



No. 1 Grain Elevator.

The success of the movement was greatly assisted by the unfailing cooperation of the local representatives of the Canadian Government Merchant Marine Limited, the grain brokers and shipping interests with the Harbour Commissioners, in their efforts to make and put into effect regulations governing the berthing, loading and despatch of vessels coming for grain.

Taking into consideration, however, the rapid expansion of the grain business at the port, the distance of the headquarters of the Grain Commissioners and the advantages of having the elevators and the wharves under one central local authority, it was decided, with the good will of all parties, to transfer the present elevator to the control of the Harbour Commissioners, and to place upon them also the responsibility of providing and operating all future public elevators. Consequently, on 1st August, 1923, the Harbour Commissioners will assume the work of operation.

Appreciating the urgent need of increased facilities, the Commissioners entered into a contract with the John S. Metcalf Company Ltd., of Montreal, to prepare plans and supervise the construction of an extension to the present elevator, which will increase its storage capacity to approximately 2,000,000 bushels and an entirely new elevator with a capacity of 1,500,000 bushels.

The extension to the present elevator, which is situated on the Salsbury Drive wharf, and which will in future be known as No. 1, will be completed in the fall of 1923, in time for the new crop. Its loading capacity will at the same time be increased and its cleaning apparatus improved.

The new, or No. 2 house, will also be begun without delay and construction carried to completion with the greatest possible expedition.

Its situation is in the rear of the Ballantyne Pier, now nearing completion.

At the pier itself there are four berths where vessels can be served with grain, while loading general cargo at the same time, and, in addition, a loading jetty will be constructed to the east of the pier where two more vessels can take grain, so that in all this elevator will be able to serve six vessels at one time if need be. The net results of these improvements will be to provide a public elevator capacity of 3,500,000 bushels, with ample berthing space and the most up-to-date accessory facilities.

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### GENERAL GROWTH OF BUSINESS.

The business of the port generally shows substantial and, in some cases, remarkable progress.

The total number of ocean going vessels in 1921 was 496. In 1922 the number was 717, making an increase of 221 vessels with an increase in gross tonnage of 1,021,824 tons.

The volume of general cargo imports and exports in 1921 was 2,139,888 tons, while the comparative figures for 1922 are 2,930,983 tons, making an increase for the past year of 791,095 tons.

The combined exports and imports of lumber and logs in 1921 was 711,051,591 f.b.m., as compared with 1,011,218,527 f.b.m. in 1922, an increase of 300,166,936 f.b.m. An interesting feature in this connection is an increase of over thirty-seven million feet of export lumber, while the general cargo exports were almost double what they were in the year 1921.

In ratio to the expanding business of the port is the increasing number of regular steamship lines connecting Vancouver with the markets of the world. About ten years ago there were less than a dozen. Today there are over forty, in addition to many occasional traders.

There are twelve sailings a month to the United Kingdom, fourteen to Japan, twelve to China, two to France, two to Holland, five to Belgium, one to Brazil, two to Chile, two to Columbia, three to Cuba, one to Costa Rica, two to Denmark, two to Ecuador, one to Fiji, three to Germany, two to Guatamala, one to Hawaii, one to Java, two to Mexico, one to Nicaragua, one to Norway, two to Peru, five to the Phillipines, two to Porto Rico, two to Salvador, one to West Indies, one to Spain, one to Straits Settlement, two to Sweden, approximately 5 or 6 to Australia and New Zealand, and sailings to India every six weeks.

In a table appended will be seen the distribution of the foreign imports and exports, giving the names of countries with the volume of business set opposite—(Table "A") p.24.

During the year the greatest demand for B. C. lumber was from Japan, United States, Australia and New Zealand, China and the United Kingdom.

71,572,799 F.B.M. was exported to Japan, to United States of America 67,043,773, to Australia and New Zealand 26,224,788; to China 11,519,328; to the United Kingdom 11,309,842, the balance being distributed among more than twenty other countries, including over four million feet to India and three million feet to South Africa. Canadian products, in ad-



dition to wheat and lumber, carried out of the port in quantity included canned fish for Australia, New Zealand, Britain, France and the Orient; salt fish for the Orient; pulp and paper for Japan, New York and Australia; apples for the United Kingdom, the Orient and New Zealand; flour for the United Kingdom, the West Indies, China and Japan; lead and zinc for England, Holland, Belgium and the Orient; copper for Japan and New York; oats for the Orient and the United Kingdom and numerous other products and manufactures.

The progress of the port since 1909 in regard to the number of vessels, tonnage and revenue will be found in appended table "C"—p. 25.

The number of ocean going vessels entering in 1922 has already been given as 717. In 1909 the number was 71. During the years of the Great War conditions were abnormal and there were many who thought that the close of the war would be marked by dead days. On the contrary from the year 1918 there has been steady and substantial progress in vessels, tonnage and revenue.

By annual increases the number of ocean vessels advanced from 296 in 1918 to the number given above in 1922; the net tonnage from 851,186 to 2,474,724 tons; the revenue from \$72,811 to \$425,076.

#### VANCOUVER'S DIRECT STEAMSHIP CONNECTIONS.

##### U. K. and Continent:

- East Asiatic Line.
- Furness-Prince Line.
- Johnston Line.
- United American Line.
- Holland American Line
- Royal Mail Steam Packet Line.
- Blue Funnel Line.
- Cie Gle Transatlantique Line.
- Harrison Line.
- Isthmian Line.
- Blue Star Line.
- Ellerman-Wilson Line.
- Transoceanic Line (U. K.) Scandinavian.
- Luckenbach.
- "K" Line.

##### Australasia:

- Canadian Government Merchant Marine Ltd.
- Canadian Australasian Royal Mail Line.
- General Steamship Corporation.
- Pacific Australasian Line.
- American Australasian Line (Y. K. K.)

**Orient:**

C. G. M. M. Line.  
Osaka Shosen Kaisha Line.  
(American Oriental Line).  
Jamashita Kisen Kaisha.  
C. P. Steamship Ltd.  
Dollar Line.  
Admiral Oriental Line.  
Mitsui Line.  
Nippon Yusen Kaisha.  
Blue Funnel.  
Java Pacific Line.

**Vauer-Montreal.**

Ocean Carriers Coys. Line.

**India:**

C. G. M. M. Line.

**Scandanavian:**

Transoceanic Line.

**Intercoastal and U. S. Atlantic:**

American Hawian Line.  
United American Line.  
Dollar Line.  
Argonaut Line.  
Isthmian.  
Elder Mittuacht.  
Kuckemback.  
Moore McCormick.  
Munson Line.  
Nth. Atlantic & Western S.S. Co.  
Garland S.S. Co.  
Pacific Can. Gulf Line.

**California:**

C. G. M. M.  
Kingsley Navigation.  
Admiral Line.  
Union Oil (Tankers)  
Standard Oil (Tankers)  
(Imperial)  
Los Angeles Lbr. Co.

**Central Sth. America:**

General Steamship Corporation.

Latin American.

Pacific Argentine Brazil.

East Asiatic Line.

In order to cope with this expansion of business extensive improvements are under way while others are being planned to follow on.

**GRAIN ELEVATORS.**

Reference has been made in previous pages to the provision of greatly increased grain elevator capacity. This work will cost approximately \$2,000,000.

**BALLANTYNE PIER.**

Consisting of a central gravel fill, with a concrete deck carried on reinforced concrete cylinders on either side, this pier, which is 1200 feet long by 341 feet wide, with four two storey concrete transit sheds, is beginning to show its splendid proportions. At the time of writing the Annual Report for 1921, in which a description was given to the general arrangement of the work in connection with this pier, about fifty per cent of the cylinder sinking had been completed. During 1922 good progress has been made.

At the same time as the cylinders were being sunk the setting of the trusses, pre-cast beams and the above-water portions of the cylinders was also being carried on, this work following closely on the sinking. As soon as the trusses, etc., were set the form work for the pouring of the concrete deck was started and pouring followed immediately after, the deck being poured in 40 foot sections.

After a considerable portion of the deck was completed the driving of the concrete sheet piling to retain the central portion of the gravel fill was started and also the placing of the fill behind the piling. The piling was driven by a steam hammer assisted by a water jet, and the filling was of the same heavy gravel as that used for the main filling of the pier; it was dredged at the Second Narrows, brought up to the pier on scows and then clammed off and sluiced into place with water to ensure its being thoroughly consolidated.

As the completion of the piling and filling travelled out toward the end of the pier the formwork and pouring of the two story transit sheds was commenced, the lower columns and first floor being poured first and after a sufficient interval the upper columns and roof. Steel girders were used on this work to support the forms, spanning from column to column, no load being brought on to the deck slab in the process of concreting the sheds. The concrete for the sheds is mixed in the same plant as the deck concrete and is run out to moveable towers by which it is elevated and distributed as required by chutes. Two towers are used, one for the first floor and one for the roof work.

The general procedure of the work is that each process is started at the shore end on the West side and travels outward to the end of the pier and then back along the East side, so that the shore end of the East side will be the last portion completed. Each of the processes of cylinder sinking, truss and beam setting, pouring of concrete deck, piling and filling, pouring of first floor of sheds and pouring of roof follows closely behind the last, and each one is carried on steadily to completion.

Cylinder sinking and truss and beam setting were entirely completed in December. With underwater work completed, there are no more delays due to tides, and progress in construction will be rapid.

Contracts have been let for the Installation of the Sprinkler system and for the Electric lighting and power equipment, and sleeves, etc., for the former and conduit for the latter are placed in position in the concrete as the work proceeds. In addition the necessary foundation work for the mechanical equipment is being put in as the sheds are constructed.

It is expected that the entire structure will be completed in the fall of 1923.

#### PROSPECT POINT SIGNAL STATION.

For many years a simple system of signals was operated at Prospect Point, a promontory on the south side of the First Narrows—the entrance to the inner harbour.

This system was under the direct control of the Department of Marine and Fisheries and for a long time it was quite adequate to the requirements of the shipping using the port.

In the recent years of rapid expansion, however, it became increasingly apparent that a more elaborate service would be required to safe-







ABOVE:—SECTION OF CENTRAL WATERFRONT.





BELOW:—BALLANTYNE PIER, NEARING COMPLETION.







Prospect Point Signal Station.

guard and to regulate and expedite the movement of vessels entering and leaving the harbour and especially when passing through the Narrows.

It was also felt that an improved service could be most successfully provided by officials acting under the direct control of the Harbour Commission and negotiations with the Department were therefore entered into with the result that on 1st November, 1922, the station was transferred to the Commission and the necessary improvements immediately undertaken, including a new platform, signal office and shelter and a new mast, 65 feet in height and yard-arm with a 45-foot hoist, the location of the mast being Lat.  $49^{\circ} 18' 49''$  North and Long.  $123^{\circ} 8' 33''$  West. A powerful searchlight has also been installed.

A Superintendent and three qualified signalmen were appointed and an all day and night watch is kept.

The Station reports daily all in and out vessels to the Merchants' Exchange, Agents of Vessels, the Department of Customs and Immigration, the Harbour Master's office, Pilots and men in charge of wharves.

By reason of this service marine traffic is regulated, navigation is made safer, time is saved and the shipping business generally facilitated.

A very satisfactory working arrangement has been made whereby masters of ocean-going vessels inbound transmit through the Point Grey wireless station to signal station the position and time of arrival of their vessels. These reports, when received by the signal station, are forwarded by telephone to the vessels' agents.

Vessels can communicate with the station through visual signalling by means of flags, semaphore or morse flashing lamp and messages received are forwarded from the station at any hour of the day or night by telephone to the parties concerned. A log is strictly kept and all commercial traffic passing in and out is recorded. A complete list of vessels, scows, barges, booms and rafts, etc., in tow, is prepared daily and copies furnished to the Cargo Rates Department, the Harbour Master, the Customs, the Merchants' Exchange and the Press.

Working in conjunction with the signal station is a reporting station on Granville Island, the industrial area near the entrance to False Creek. This reporting station was instituted a considerable time before the Prospect Point signal station was taken over by the Commissioners and fully justified itself as a means of obtaining statistical information, as to the volume and character of the traffic in this industrial section of the harbour and also as a check on the revenue from dues and rates.

The business of False Creek consists mainly of scows, barges, booms, cribs, etcetera, in tow and vessels of the smaller type—a class of traffic much more difficult to keep track of than the movements of large vessels such as frequent Burrard Inlet and at the same time a very important factor in the business of the port—the number of vessels entering and leaving the Creek during the year was 3882 with a gross tonnage of 394,154 tons and the cargo in and out, exclusive of lumber, was 439,720 tons.

The advantages following from operation of the Granville Island station were very great but there remained the possibility of leakages and mistakes by reason of the fact that a vessel, leaving False Creek, might report her objective as Burrard Inlet and, meantime changing her plans, proceed out of the harbour to some point up the coast.

Since taking over the Prospect Point station this possibility has been removed by the simple arrangement that the Granville Island station telephones daily to Prospect Point details of all False Creek traffic so that if a vessel reports on leaving False Creek that she is proceeding to Burrard Inlet and goes out of the harbour instead, her absence from the Prospect Point log will indicate the inaccuracy, and correct information as to the vessel's movement will be obtained on her re-entry to the harbour.

The usefulness of the signal station has already been demonstrated.

In addition to the obvious advantages of it to ships agents in advising them of the time vessels will arrive and rendering other ordinary services of this kind to the shipping fraternity, signals have been received to have a doctor or an ambulance waiting for some case of sickness or accident on incoming vessels, requests have been signalled from vessels in trouble for the necessary assistance and one of the greatest benefits of all has been the effect of the station on the regulation of traffic in the First Narrows. It was not unusual for instance for small craft to take liberties with the International Rules to their own danger and to the annoyance and anxiety of the masters of large vessels, especially at night, and the checking of this practice in the Narrows has been particularly pleasing to the Pilots who, through their association, have spontaneously expressed their appreciation of improved conditions.

The signal code is given below.

#### PROSPECT POINT SIGNAL STATION. TRAFFIC SIGNALS.

**Inbound Vessels:** Signals exhibited on South Yard Arm: One Black Ball denotes one or more vessels in-bound, Two Black Balls in horizontal position denote one or more vessels with tow, in-bound. At night—White lights will be substituted for the Balls.



**Outbound Vessels**—Signals exhibited on North Yard Arm: One Red Cone point up, denotes one or more vessels, bound out. Two Red Cones in horizontal position, points up, denote one or more vessels with tow, bound out. At night—Red lights will be substituted for the Cones.

A shape consisting of a cone point down over a cone point up hoisted at the masthead, denotes Fairway obstructed. At night—A Red Flare will be burned during continuance of obstruction.

#### SIGNAL STATION.

Vessels in-bound or out-bound may communicate with this station by means of semaphore, flags or flashing lamp, as laid down in the International Code of Signal Book. Messages may be transmitted by visual signals only. Call sign P. P. Electric search light has been installed. A twenty-four hour watch is kept. Phone Douglas 834.

#### TERMINAL RAILWAY.

In connection with this work various difficulties were encountered in regard to right-of-way and other matters.

These, however, were overcome and contracts duly let for the construction of the Burrard Inlet section running from the Great Northern Interchange in the vicinity of the Ballantyne Pier, east to the Government Wharf on which stands No. 1 Grain Elevator and this will be completed not later than midsummer 1923. Running rights over the Great Northern Railway Company's spur from the above interchange to the Canadian National Terminals at False Creek have also been arranged.

On the completion of the construction work, this system connecting False Creek terminals with the Ballantyne Pier and the Government Wharf will be operated by the Commissioners. Its most important immediate effects will be to remove the double switch to which cars of companies other than the Great Northern have been subject in their movement from False Creek Terminals to points on Burrard Inlet and to expedite the movement of grain cars to and from the present elevator, (and No. 2 elevator also when built). The service will be inaugurated, unless unforeseen difficulties arise, in good time for 1923-24 crop year.

Altogether, including with the above the Ballantyne Pier and Granville Island trackage, the Commissioners' terminal system will comprise about ten miles of trackage so that a substantial beginning has been made.

### GOVERNMENT WHARF.

During the year considerable improvements and repairs to this structure were carried out. With the vessels of the Canadian Government Merchant Marine Ltd., the Blue Funnel Line and vessels of other companies using this wharf for loading general cargo as well as grain, the traffic was very heavy and the wear and tear proportionately great.

A plank roadway extension was constructed along Stewart Street, 500 feet in length and other roads to the wharf and elevator were macadamised and repaired.

Defects found in the roof of Shed No. 1, which was largely used for sacked grain, were repaired during the dry season with the result that there was no damage whatever to the sacked grain in storage.

A heavy timber fender was constructed at the North West corner of this wharf as a protection to vessels making the west berth.

### GRANVILLE ISLAND.

The electrification of the trackage on this industrial area was carried out and a satisfactory arrangement made with the British Columbia Electric Railway Company for operation so that industries located on the Island are now receiving exactly the same service as other industries situated on the mainland.

Considerable road repairs were done and sample sections of permanent pavements were laid. One of these will be chosen after test and the entire system of roads on the Island will be paved.

The sewerage pumping plant was overhauled and put into good working order.

Several new water connections were made and some replacements in the steel main were effected.

### SOUNDING SURVEY.

Detailed sounding were made of the entire area of False Creek and similar work was begun in Burrard Inlet to embrace the area from the shore line out to deep water.

This information is plotted as completed and is of the greatest service to shipping interests and to persons seeking sites for industries or other commercial enterprises involving the use of the foreshore.

At the end of the year sixty miles of soundings had been run.

### HIGH WATER BOUNDARY SURVEY.

In order to determine the exact boundary between private and Crown property, it was decided in November to commence a survey for this purpose.

A start was made on the North Shore of Burrard Inlet and good progress made.

In order to legalise the boundaries so determined, the service of a Dominion Land Surveyor have been employed.

### BOOMING GROUNDS.

In addition, an investigation was made as to the suitability of Spanish Banks for booming ground purposes.

It was found that a breakwater about 3,500 feet in length would be necessary in order to give sufficient protection and in order to determine whether the material in these tide flats was of a character that would carry the weight of a rock jetty, a quantity of rock was deposited on the flats towards the end of the year.

Spanish Banks are extensive tidal flats off Point Grey and the construction of a large booming ground in this vicinity is becoming daily more urgent on account of the rapid increase of shipping and the increase at the same time in the movement of logs—a large proportion of which, after coming in through the First Narrows to Burrard Inlet or into False Creek are sold by brokers and hauled out again to the increasing inconvenience of navigation. The proposed ground at Spanish Banks would serve as a clearing house and minimise the impediments to navigation.

### HARBOUR MAP.

Work was continued as time permitted on the compilation of a 200-foot to the inch scale map, of the entire harbour from previous surveys and new surveys of different areas, when found necessary.

A section of this map covering English Bay, False Creek and the South Side of Burrard Inlet is nearing completion, all soundings taken during the year being added.

This map, it is considered, will be of very great value for general office use and for supplying the public demand for information concerning the harbour.

### MINOR AIDS TO NAVIGATION.

Range Marks to assist in navigating Coal Harbour channel were placed on Stanley Park causeway, showing white by day and, night, red lights. At a point on the north side of First Narrows, a beacon with Light and Fog Bell were established.

Five dolphins were placed to define the fairway between Granville and Connaught Bridge in False Creek.

### MOORING BUOYS.

Mooring buoys were placed, one off Moodyville and one in the Explosives Anchorage.

These buoys are moored with two one-ton anchors each buoy and afford safe mooring for vessels up to 3000 tons.

### IMPROVEMENTS UNDER CONSIDERATION.

In arranging a programme of improvements, the Commissioners, according to their best judgment, selected for immediate construction the facilities most urgently required.

In addition to the extensive works in hand, however, they appreciate the fact that other improvements are due just as soon as arrangements can be made for taking them up.

These include Cold Storage, Lumber Assembly Wharf, Accommodation for Tug Boats and Fishing Fleet, Terminal Railway Extension, Coal Bunkers and various other matters. These things are receiving careful study.

### STAFF.

During the year certain additions to the Staff were found necessary to cope with increasing work. A Comptroller was added to the list of officials. The Police force was increased and placed under a Superintendent who also acts in the capacity of Superintendent of the Signalling Station at Prospect Point.

The Commissioners desire to record their appreciation of the services of their officers and staff.

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Appended are:—

Table "A" Summary of Exports and Imports by Countries.

Table "B" Comparative Record of Shipping for 12 months ended  
31st December 1922.

Table "C" Ocean Going Vessels since 1909.

Statement of Operations and Balance Sheet for 1922.



TABLE "A"

## Summary of Exports and Imports.

To and from Canada, via Port of Vancouver, of Foreign Coastwise and Deep Sea Trade (by countries) for 12 months, ended 31st, December, 1922.

Name of Country.	Imports.		Exports.	
	Tons weight and Meas't.	Lumber, Bd. Ft.	Tons weight and meas't.	Lumber Bd. Ft.
Australia and New Zealand	18,416	94,086	46,438	26,224,788
Belgium	5,087	.....	1,030	.....
British West Indies	3,100	.....	1,011	.....
Canada (Atlantic Ports)	43	.....	12	2,484,450
China	36,775	9,492	54,730	11,519,328
Cuba	55,075	.....	.....	.....
Egypt	.....	.....	17	1,115,594
France	319	.....	16,393	83,426
Fiji Islands	2,833	.....	2	.....
Germany	687	.....	1,910	77,779
Holland	830	.....	11,604	99,488
Hawaiian Islands	1,674	.....	190	.....
India	17,702	18,288	2,670	4,227,605
Italy	.....	.....	26,163	.....
Java	15,972	.....	112	.....
Japan	38,163	43,534	211,333	71,572,799
Mexico	17,299	.....	1,037	279,335
Philippine Islands	24,726	27,993	10,236	94,564
Peru	138,226	.....	345	309,937
Norway	.....	.....	1,253	.....
Siberia	7	.....	1,454	130,097
South Africa	.....	.....	19	3,001,884
Straits Settlements	461	.....	3,679	2,601,582
San Salvadore	1,501	.....	.....	.....
United Kingdom	42,751	11,154	303,335	11,309,842
U. S. A.	14,738	.....	55,631	24,630,876
U. S. A. (Foreign Coastwise)	98,303	384,724	33,295	42,412,897
Various Countries	2,913	8,808	841	1,801,474
	37,603	598,079	785,340	203,977,705

TABLE "B"

## Comparative Record of Shipping for Twelve Months Ended 31st December, 1922

Coastwise.	1921.	1922.	Deep Sea.	1921.	1922.
Number of vessels (Local) ..	11,095	15,919	Number of Vessels .....	389	504
Number of vessels (Foreign)	390	524	Total Gross Tonnage .....	2,659,366	2,479,471
Total Gross Tonnage .....	7,257,382	8,734,858	Total Net Tonnage .....	1,674,874	2,170,348
Total Net Tonnage .....	4,374,262	5,464,645	Number of passengers landed .....	16,199	11,692
Number passengers landed .....	512,151	354,100	Number of passengers shipped .....	16,036	13,501
Number passengers shipped .....	239,692	362,959			

## OCEAN GOING TONNAGE FOR 1922.

## Note Re Classification of Vessels and Voyages.

Coastwise Local to include all vessels trading to B. C. Ports.

Coastwise Foreign to include all vessels trading to U. S. Ports including Puget Sound and Alaska and south to the Mexican Border.

Deep Sea to include vessels trading to off shore points other than those mentioned above.

Ocean Going. All ships passing outside Cape Flattery are classed as "Ocean Going."

		Gross tons.	Net tons.
From above as shown under deep sea.....	504	3,479,471	2,170,348
From Foreign Coastwise.....	213	489,012	304,376
	717	3,968,483	2,474,724

## Condensed Summary of Imports and Exports Showing Volume of Trade for the Port of Vancouver for Twelve Months Ended 31st December, 1922.

## IMPORTS

COASTWISE (LOCAL)			FOREIGN COASTWISE, U. S. PORTS.			DEEP SEA.			VOLUME OF TRADE.		
Tons Wt. and Meas.	Logs, Lumber Board Feet	Value	Tons Wt. and Meas.	Logs, Lumber Board Feet	Value.	Tons Wt. and Meas.	Logs, Lumber Board Feet	Value.	Tons Wt. and Meas.	Logs, Lumber Board Feet.	Value.
January ..	71,680	52,217,553	39,290	29,805	1,931,171	51,971	13,116	12,012,311	109,943	72,276,581	15,699,224
February ..	63,123	39,230,185	16,806	5,673	821,315	20,613	18,288	3,378,911	100,412	39,360,116	6,133,313
March ..	78,206	41,658,339	26,185	211,359	1,968,324	46,572	180	7,826,071	150,963	44,860,178	10,863,744
April ..	72,505	57,015,428	27,501	25,672	1,018,751	53,721	8,328	8,146,560	151,135	57,018,828	11,619,913
May ..	76,226	75,115,203	29,528	27,273	1,155,267	31,760	33,828	13,981,492	137,511	75,506,394	17,958,678
June ..	79,171	81,795,528	33,156	27,727	672,438	21,519	1,0978	11,028,979	137,179	81,808,333	17,900,000
July ..	97,798	81,880,822	36,134	1,868	1,056,745	36,293	57,219	11,376,615	169,225	81,949,909	15,686,985
August ..	113,571	77,022,992	39,165	8,576	335,909	39,394	27,455,371	202,875	77,070,962	32,188,667	26,228,826
September ..	110,306	65,596,985	39,170	10,279	1,183,286	39,164	2,411	14,794,183	179,620	65,693,777	27,817,771
October ..	88,916	81,499,804	52,168	13,510	1,520,801	17,068	26,181	22,918,178	159,082	81,539,195	14,272,189
November ..	86,794	70,618,120	37,671	2,232	1,210,989	47,775	3,000	9,851,816	162,210	70,624,652	16,535,219
December ..	75,332	63,363,889	33,566,123	29,819	6,261	26,997		12,527,220	181,218	63,370,131	16,535,219
	1,016,961	793,444,219	35,826,338	398,303	284,724	439,300	213,355	158,451,713	1,864,564	784,043,298	207,031,629

TABLE "B" (Continued)

## EXPORTS

	COASTWISE (LOCAL)			FOREIGN COASTWISE U. S. PORTS.			DEEP SEA.			VOLUME OF TRADE.		
	Tons Wt. and Meas.	Logs, Lumber Board Feet.	Value.	Tons Wt. and Meas.	Logs, Lumber Board Feet.	Value.	Tons Wt. and Meas.	Logs, Lumber Board Feet.	Value.	Tons Wt. and Meas.	Logs, Lumber Board Feet.	Value.
January	17,154	1,120,146	1,827,834	4,213	7,635,040	337,005	89,476	16,497,170	7,089,257	110,943	25,252,356	9,254,096
February	19,201	842,195	2,291,386	1,389	3,466,418	232,504	59,716	12,896,540	4,716,630	80,306	17,194,153	7,230,520
March	24,897	1,201,857	2,804,029	2,692	2,241,863	370,770	62,211	14,351,227	4,926,546	90,710	17,794,947	8,101,345
April	21,883	974,179	2,661,972	2,542	2,233,093	254,887	58,597	20,203,438	4,706,071	83,022	23,410,710	7,622,930
May	20,740	1,334,439	501,179	1,745	1,608,088	352,793	39,932	14,317,620	4,493,996	62,417	17,260,147	7,347,968
June	27,732	663,671	3,327,436	2,340	6,337,686	295,796	44,784	12,390,535	4,695,840	74,855	19,382,092	8,819,072
July	25,920	1,246,009	3,270,727	2,791	3,686,541	251,406	39,248	7,456,752	3,781,408	58,989	12,389,302	7,303,541
August	29,920	1,200,905	2,548,201	1,183	1,391,338	150,306	25,413	8,713,626	3,456,061	56,516	11,895,869	7,154,568
September	27,690	650,868	3,229,559	2,387	3,508,920	463,183	30,334	14,180,676	5,065,259	60,411	18,340,464	8,703,401
October	26,648	1,681,884	3,228,417	4,382	3,810,404	478,604	63,266	14,948,516	6,131,316	94,296	20,470,604	8,838,337
November	26,445	1,335,585	3,213,283	3,180	5,110,409	378,236	103,776	18,188,029	7,646,379	133,401	21,634,033	11,236,898
December	22,939	945,986	2,364,619	3,351	1,372,897	284,666	144,292	10,421,679	9,382,848	170,583	12,740,562	12,052,133
	291,079	13,197,524	34,277,042	33,295	42,412,897	3,855,156	752,045	161,564,808	65,031,611	1,076,420	217,175,229	103,163,809

## Comparison of Volume of Trade in Tons Weight and Measurement and Board Feet 1921 and 1922

## IMPORTS

	GENERAL CARGO.			LOGS AND LUMBER.			EXPORTS			LOGS AND LUMBER.		
	1921 Tons, Wt. and Meas.	1922 Tons, Wt. and Meas.	Incr. or Decr. Tons, Wt. and Meas.	1921 Board Feet.	1922 Board Feet.	Incr. or Decr. Board Feet.	1921 Tons, Wt. and Meas.	1922 Tons, Wt. and Meas.	Incr. or Decr. Tons, Wt. and Meas.	1921 Board Feet.	1922 Board Feet.	Incr. or Decr. Board Feet.
January	98,246	159,943	Inc.	61,697	23,787,095	Inc.	28,483,488	50,459	110,943	Inc.	60,484	13,850,376
February	120,414	100,542	Dec.	19,872	20,086,104	"	19,274,042	41,068	80,306	"	39,238	17,194,153
March	110,100	160,963	Inc.	40,863	39,628,287	"	5,271,891	38,776	90,710	"	51,934	17,794,947
April	139,176	154,133	"	14,957	46,972,149	"	10,076,679	36,876	83,022	"	47,146	23,410,710
May	115,836	137,514	"	21,678	55,590,933	"	19,915,371	46,319	62,417	"	16,098	17,260,147
June	122,392	137,179	"	14,187	60,066,485	"	81,808,833	46,844	74,855	"	28,012	19,382,092
July	142,106	169,225	"	26,119	65,692,700	"	81,939,909	18,595	58,989	"	16,264	12,389,302
August	157,310	202,875	"	45,565	45,417,865	"	21,653,097	49,863	56,516	"	6,653	11,895,869
September	162,801	179,620	"	16,819	57,787,563	"	65,603,777	50,558	60,411	"	9,854	18,340,464
October	126,205	159,082	"	32,877	45,123,870	"	84,539,495	51,167	94,296	"	43,129	20,470,604
November	133,216	162,210	"	29,024	79,210,501	"	70,624,676	60,556	133,401	"	72,017	21,634,033
December	125,160	141,218	"	16,058	58,848,140	"	61,370,411	71,116	170,583	"	59,127	12,740,562
	1,554,562	1,854,564	Inc.	300,002	551,203,382	Inc.	262,839,916	585,326	1,076,410	Inc.	491,093	217,175,229

TABLE "C"

## Ocean Going Vessels Since 1909.

Year	No. of vessels	Net Tons	Revenue	United Kingdom.	U. S. A.	Japan.	Norway.	France.	Holland.	Denmark.	Sweden.	Russia.	Germany.	Mexico.	Peru.	Chile.	Italy.	China.	Steamers.	Motor Vessels.	Sailing Vessels.
1909	71	195,789	650.00	36	20	...	7	1	...	...	...	...	7	...	...	...	...	...	51	...	20
1910	84	236,579	703.50	56	13	...	...	1	...	...	...	1	10	3	...	...	...	...	72	...	12
1911	90	351,098	679.50	54	27	...	7	4	...	...	...	...	4	...	...	...	...	...	77	...	13
1912	112	288,656	866.50	59	37	...	4	5	...	1	1	...	1	...	...	3	1	...	102	...	10
1913	132	365,953	957.50	67	48	...	4	1	...	1	1	2	7	...	...	1	...	...	118	...	14
1914	(No records available)		28,875.94																		
1915	237	683,538	23,888.40	76	115	37	2	...	...	1	...	5	...	...	1	...	...	...	225	...	12
1916	343	928,006	50,659.88	102	175	46	14	...	...	2	...	2	...	2	...	...	...	...	327	...	16
1917	240	768,094	79,957.86	87	102	34	13	...	...	1	3	...	...	...	...	...	...	...	230	1	9
1918	298	851,186	{ 9 Mos. } 72,811.15		96	146	41	10	...	2	1	1	...	...	...	...	...	1	275	14	9
1919	328	1,016,177	106,675.97	122	114	28	17	32	3	5	...	...	7	...	...	...	...	...	316	4	8
1920	336	1,163,699	221,425.14	154	150	15	3	9	3	...	2	...	...	...	...	...	...	...	316	9	11
1921	496	1,867,265	340,937.88	190	190	84	5	4	10	6	6	...	...	...	1	...	...	...	481	10	5
1922	717	2,474,724	425,076.48	303	225	122	25	15	17	7	3	...	...	...	...	...	...	...	659	52	6

Panama Canal opened for traffic Aug. 15th, 1914; closed Sept. 18th, 1915 till April 16th, 1916,



## VANCOUVER HARBOUR COMM.

## Summarized Statement of Operations

For Year Ended 31st

## OPERATING REVENUE:

Harbour Dues.....	\$ 134,643.29
Cargo Rates.....	191,480.44
Government Wharf—Rental.....	45,000.00
Granville Island—Rental Revenue.....	35,980.10
Rentals of Waterclosets.....	16,204.15
Interest.....	1,768.50

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\$ 425,076.48

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## BALANCE SHEET

## ASSETS.

## BALLANTYNE PIER—

Construction work to date.....	\$3,450,161.28
Land purchase .....	\$615,141.63
Land purchase, Weaver Estate, amount held in trust repre- senting award from arbitra- tion proceedings.....	68,400.00
	<hr/> 683,541.63

---

4,133,702.91

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Interest to date on debentures issued to the Government of Canada for loans advanced on construction work under "The Vancou- ver Harbour Advances Act, 1919" and authorized to be a part of the cost of construction .....	197,527.48
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\$4,331,230.39

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GRANVILLE ISLAND—Development work.....	315,471.93
--	------------

KITSILANO INDIAN RESERVE—Improvement work to date at cost .....	21,703.42
--	-----------

BOATS—(Less depreciation) .....	7,000.00
---------------------------------	----------

MOORING BUOYS—(Less depreciation) .....	2,500.00
---	----------

BOOMING GROUNDS—(Less depreciation).....	2,200.00
--	----------

GOVERNMENT WHARF EQUIPMENT—(Less depreciation)	4,545.64
--	----------

GENERAL PLANT AND EQUIPMENT—(Less depreciation)	2,755.71
---	----------

SIGNAL STATION—Amount expended to date.....	2,939.29
---	----------

TERMINAL RAILWAY CONSTRUCTION—Expended to date	4,370.51
--	----------

PROPOSED NORTH VANCOUVER CAR FERRY SERVICE —Preliminary expenses to date.....	891.29
--	--------

ACCOUNTS RECEIVABLE.....	55,272.75
--------------------------	-----------

SINKING FUNDS—Amount set aside to date to be used in redeeming debentures at maturity:	
--	--

Victory Bonds .....	29,500.00
---------------------	-----------

Cash in Bank .....	36,172.14
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CASH IN BANKS AND ON HAND .....	65,672.14
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117,159.47

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\$4,933,711.64

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Vancouver, B. C.  
22nd, January, 1923.

W. D. HARVIE,  
Secretary.

# ONERS, VANCOUVER, B. C.

## ns and Balance Sheet

ember, 1922.

### OPERATING EXPENDITURES:

GOVERNMENT WHARF—Maintenance and repairs.....	\$ 9,272.11
GRANVILLE ISLAND—Operating expenses and Maintenance	8,657.30
INTEREST ON DEBENTURES issued in connection with Granville Island Development work.....	15,000.00
ADMINISTRATION, HARBOUR AND MISCELLANEOUS EXPENSES .....	100,079.84
TOTAL OPERATING EXPENDITURES.....	\$ 133,009.25
SURPLUS for year ended 31st, Dec. 1922 .....	292,067.23
	<u>\$ 425,076.48</u>

at December 31, 1922.

### LIABILITIES:

#### DEBENTURE INDEBTEDNESS—

DEBENTURES ISSUED to date to the Government of the Dominion of Canada, under "The Vancouver Harbour Advances Act, 1919" which act authorized Loans not exceeding in the whole the sum of \$5,000,000.00 for Harbour construction work, etc.....

\$4,214,900.00

ACCOUNTS PAYABLE..... 120,795.18

SURPLUS—Surplus forward—as at 31st. Decem-

ber, 1921 .....\$305,949.23

Surplus from operations for year ended

31st. December 1922 as above..... 292,067.23

598,016.46

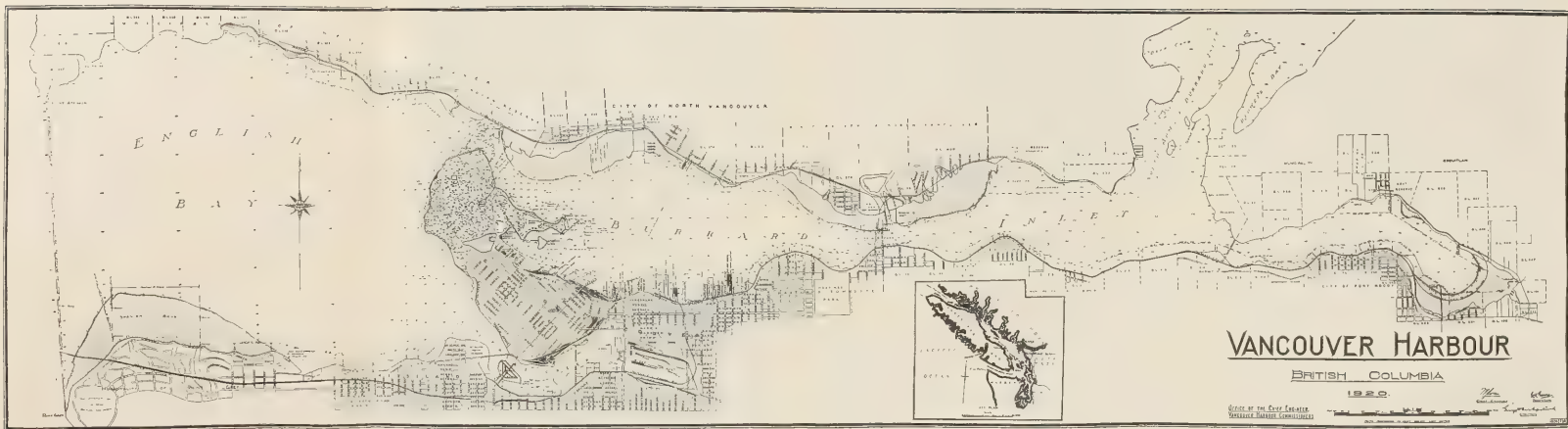
\$4,933,711.64

Certified correct.

(sgd.) WILSON & WILSON,

Chartered Accountants.





Larger print of this map may be had on application.







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ANNUAL  
REPORT

For the Year 1923

*The*  
Harbour Commissioners  
of Vancouver  
British Columbia





# ANNUAL REPORT

OF THE

HARBOUR  
COMMISSIONERS

OF

VANCOUVER  
BRITISH COLUMBIA

For the Year 1923

# Harbour Commissioners of Vancouver, B. C.

---

*To* THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1923 is herewith respectfully submitted.

We have the honor to be,

Sir,

Yours respectfully,

GUY H. KIRKPATRICK, *President.*

R. E. BEATTIE, *Commissioner.*

S. L. PRENTER, *Commissioner.*

23-3-43

## Personnel of Commission

---

GUY H. KIRKPATRICK, *President*

R. E. BEATTIE, *Commissioner*

S. L. PRENTER, *Commissioner*

---

## Chief Officials of Corporation

---

*Secretary*

W. D. HARVIE

*Chief Engineer*

W. G. SWAN

*Comptroller*

CHARLES REID

*Harbour Master*

A. H. REED

*Chief Accountant*

P. M. FERRIS

*Supt. of Signals and Police*

C. O. JULIAN

*Supt. of Piers and Traffic*

F. J. RUSSELL

*Supt. of Elevators*

COLIN MCLEAN



# GRAIN EXPORTS

---

CALENDAR YEAR 1921  
1,251,071 BUSHELS

CALENDAR YEAR 1922  
14,463,833 BUSHELS

CALENDAR YEAR 1923  
24,663,017 BUSHELS

# ANNUAL REPORT

## 1923

“THE eyes of all sections of the community are on the port. Port development is foremost in the deliberation of Boards of Trade, City and Municipal Councils and Manufacturing, Industrial, Shipping and Commercial associations. In private conversation, as well as in public assemblies, it is discussed with enthusiasm.

“An appreciation of the future of the port, a consciousness of its growing importance has entered into the minds of the people, and there is no better earnest of future progress.”

The foregoing words are an excerpt from the opening page of the Report for 1922, and that no mistake was made in accepting the facts they expressed as an “earnest of future progress” has been fully demonstrated by the events of the year 1923.

### BALLANTYNE PIER

One outstanding event was the completion of the Ballantyne Pier, the construction of which has been going on steadily since 1921.

In October, 1923, the Honourable Ernest Lapointe, Minister of Marine and Fisheries, visited Vancouver, accompanied by the Deputy Minister, Mr. A. Johnston, and on the eighth of that month the minister formally declared the great pier open for business.

The ceremony was one of great popular interest, an immense crowd being present, representative of all classes of the community, of all branches of trade and commerce, Boards of Trade and other public bodies, not only of Vancouver, but of the surrounding cities and municipalities.

At the close of the opening ceremony a realistic touch was added when the S.S. “Canadian Prospector” pulled in alongside and berthed on the west side of the pier.

The contractors for this work were the Northern Construction Company, Limited, and J. W. Stewart, the design and plans being prepared by Mr. A. D. Swan, Consulting Engineer, and the construction carried out under his supervision.



*Hon. Ernest Lapointe, K.C., unveiling bronze tablet at Ballantyne Pier*



*S.S. "Canadian Prospector" at Ballantyne Pier after opening ceremony*



*Hon. Ernest Lapointe, Minister of Marine and Fisheries, at opening ceremony, Ballantyne Pier. Inset, Hon. Ernest Lapointe*



*Type of Jib-boom Cranes on Ballantyne Pier*

This pier, 1200 feet long and 341 feet wide, has four two-storey reinforced concrete sheds—three being 500 feet by 110 feet and the fourth 400 feet by 110 feet—giving a total shed-floor area of 395,500 square feet.

Freight elevators and escalators are used for the movement of goods between the upper and lower storeys of the sheds.

In addition to other minor equipment, such as tractors and trailers and electric capstans for hauling cars into place, the pier is provided with thirteen electrically-operated cranes, including six of the jib-boom type and seven straight line combination cranes specially designed to handle grain in the most expeditious manner, and equally efficient as cargo cranes when not in use for grain.

An attractive feature of this pier is the fact that being of fireproof construction throughout, and with a most up-to-date automatic water sprinkler system installed in all the sheds, insurance rates are reduced to a minimum.

In addition to the pier proper, a shore quay was constructed on the east side, the construction being similar to that of the pier, and the basin in front of this quay wall was dredged to a minimum of 35 feet at low tide.

Although the pier was formally opened in October, there were still some little constructional details to be finished off, and it was not until 1st December, 1923, that the Commissioners actually took the pier over for operation. Since that date the berthage (for five vessels) provided by the new structure has been utilised almost to capacity, and frequently the demand for accommodation has been in excess of the capacity.

The Commissioners are operating on the principle of granting no exclusive rights to any particular steamship company, but of providing berthage for vessels of any and every company without favor, performing services of a similar nature to those furnished by other wharf operators, and collecting rates according to a tariff similar to the tariffs in force at other wharves in the harbour and duly authorized by an Order-in-Council of the Government of the Dominion of Canada.

The principles governing the operation of the Ballantyne Pier apply also at the pier at Salsbury Drive, formerly known as the Government Wharf, but now called "Lapointe Pier," with the kind consent of and in appreciation of the interest in the development of the port manifested by the Honourable Ernest Lapointe while acting in the capacity of Minister of Marine and Fisheries.





*Upper and Lower Floors of one of Four Warehouses on Ballantyne Pier*



*Type of Combination Straight-line Cranes on Ballantyne Pier for handling grain and general cargo*



*Vessels waiting for berth at No. 1 Pier*



*View of shipping at Ballantyne Pier*



## GRAIN

The movement of grain through the Port of Vancouver increased during the last few months of 1923 in a phenomenal manner, far beyond the expectations of the most optimistic.

## No. 1 ELEVATOR

When the Harbour Commissioners took over the original elevator from the Board of Grain Commissioners they immediately proceeded to have the house put into the best possible condition.

The whole of the machinery was thoroughly overhauled and renovated at a very considerable outlay, four new separators were installed, additional cleaning and drying equipment was put in, the capacity of the main elevator legs was increased, and the whole plant brought up to the highest possible degree of efficiency.



*Elevator No. 1 and Annex*

In the meantime plans had been ordered for a reinforced concrete annex or addition to this elevator to increase its storage capacity from 1,250,000 bushels to 2,100,000 bushels. The plans were completed in about one month by the John S. Metcalf Company, Limited. Construction of foundations began in the middle of May, and the annex was ready to receive its first grain on 19th November, 1923, the work having been carried out by the Pacific Construction Company, Limited.

This annex, with 850,000 bushels storage and a shipping house with three shipping legs and one auxiliary, increased the grain shipping capacity at the Lapointe Pier by thirty-three per cent., and will also serve grain for loading over the jetty now under construction, adjoining No. 1 Elevator.



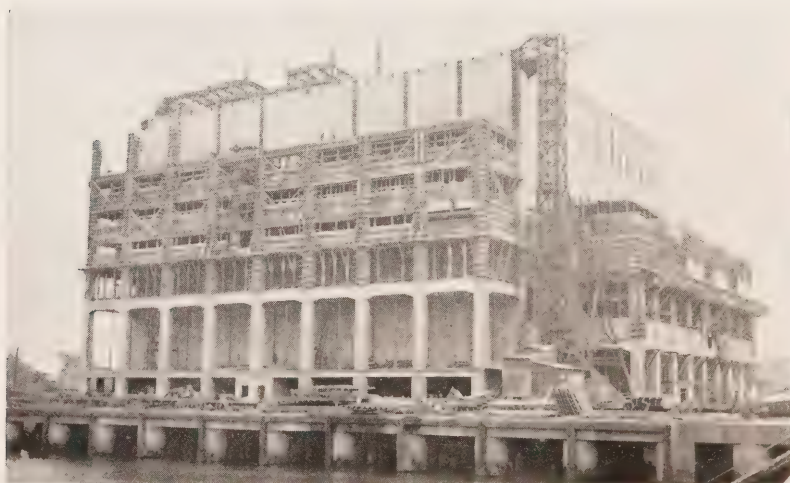
## No. 2 ELEVATOR

While the work of extending No. 1 Elevator was being speeded up in an effort to catch up with the increasing flow of grain, plans were prepared for an entirely new elevator adjoining the Ballantyne Pier. Tenders for this new elevator (No. 2) were called for in May, and a contract let to the Northern Construction Company, Limited, covering the construction, in reinforced concrete, of storage bins with a capacity of 1,500,000 bushels, a three-leg receiving house and a six-leg shipping house, together with conveyor galleries at the Ballantyne Pier, and a car-unloading shed. This elevator will have a maximum shipping capacity of 90,000 bushels per hour.

The equipment throughout is designed to produce the highest obtainable efficiency in elevator operation, and among the conspicuous features of the house are a dust collecting system, calculated to function wherever grain is moved. This will not only reduce to a minimum the possibility of damage from explosion, but, together with the splendid lighting and ventilating arrangements, will immensely increase the comforts of those engaged in the operation of the elevator.

With the completion of this unit in the late summer of 1924, the storage capacity at the elevators operated by the Commissioners, when the 1924 crop begins to move, will be 3,250,000 bushels.

Supplementing the facilities directly operated by the Commissioners, there will be an elevator with a capacity of about 550,000 bushels to be operated by the British Oriental Elevator Company,



*No. 2 Elevator*

and another of a capacity of 2,250,000 bushels under construction for, and to be operated by, the Vancouver Terminal Grain Company, Limited, so that for the 1924 crop the port will have an elevator capacity of over 6,000,000 bushels.

The progress of the grain movement through the port is indicated by the following comparative figures showing shipments during calendar years:

1921 .....	1,251,071 bushels
1922 .....	14,463,833 “
1923 .....	24,663,017 “

Of the 1923 shipments about four-fifths went to the United Kingdom and Continent, the balance going to the Orient.

### GENERAL PROGRESS

While the expansion of the grain business has been the most conspicuous feature at the port on account of the fact that it is practically new to Vancouver, other departments of trade have proportionately advanced.

The greatest improvement is that shown in what is the most valuable business to a port, namely, its exports.

Foreign Coastwise Exports in 1923 show an increase of 30 per cent. in general cargo and over 50 per cent. in logs and lumber over the previous year. Deep-sea Exports in general cargo increased by 339,128 tons, or approximately 45 per cent., while logs and lumber made an increase of 144,218,720 F.B.M., or practically 90 per cent. The export of canned salmon in 1923 was 35,802 tons, as compared with 30,311 tons in 1922. Salt and smoked fish to the amount of 24,370 tons were shipped to Japan and China, making an increase of 10,596 tons over the figures for 1922: 44,920 tons of lead and zinc were exported, the principal destinations being Japan, the United Kingdom and China.

The increase in the value of the volume of trade at the port, including total of imports and exports, during 1923 was \$47,490,292.

The number of deep-sea vessels entering the harbour in 1923 was 845, as against 717 in the previous year, while the total number of vessels of all classes, including local and foreign coastwise, was 19,608, showing an increase of 2,959 over the number for the former twelve months.

The total net tonnage of vessels of all classes in 1922 was 7,634,993, as compared with 8,427,282 in 1923, while the total gross tonnage in 1922 was 12,214,329, as against 13,436,989, the increase

in net tonnage for the year 1923 being 792,289, and in gross tonnage 1,222,660 tons.

The increasing numbers of vessels entering the port have dispelled the fears of those who were inclined to the opinion that the movement of grain would be seriously hampered by the lack of bottoms to carry it away. The difficulty, on the contrary, has been at times to find berths for grain vessels without undue delay. The record number of deep-sea vessels in port at one time up to 28th September, 1922, was 18. This record was broken on 26th September, 1923, with 22 vessels. On 18th October, 1923, the number in port was 28, and on 26th October, 1923, the number jumped to 33 deep-sea vessels, all in commission.

At the time of writing, all previous records have been wiped out, as many as 47 deep-sea vessels having been in the harbour on the same day, a considerable number loading lumber in the stream, some waiting at anchor for grain berths or being fitted to take grain, and the balance of the fleet occupying practically every available berth in the harbour loading general cargo or grain.

Some delay to grain vessels has been inevitable during rush periods, but every effort has been exerted by the Commissioners to berth and load them in fair rotation and with the greatest achievable despatch, and success in this direction has been promoted by co-operative action on the part of all those commercially interested in the grain movement. In this connection the following samples of expeditious loading will be of interest: The S.S. "Canada," actual time at wharf 24 hours, actual time loading 21 hours, quantity loaded and trimmed 7000 tons. S.S. "London Importer," actual time at wharf 23 hours, actual time loading 17½ hours, quantity loaded and trimmed 4000 tons. S.S. "Alrich," actual time at wharf 18 hours, actual time loading 13½ hours, quantity loaded and trimmed 3500 tons.

### INCREASED BERTHING FOR GRAIN VESSELS

Considering the fact that the volume of grain for export through Vancouver, and the rush of vessels to carry it, created a condition probably without parallel, the results obtained with the limited facilities available were astonishingly satisfactory, and while situations arose at times that placed shippers and agents for vessels in circumstances that were irksome, it is gratifying to report that there was little complaining in any quarter and, generally, a willing effort on the part of all concerned to co-operate in handling such situations in a manner that was fair to the interests of all concerned.

To prevent, or at least minimize, trouble from this cause in the coming season, the Commissioners had plans prepared for the construction of a loading jetty, already referred to in a previous section relating to the construction of an annex to No. 1 Elevator. This jetty will be located 300 feet east of the Lapointe Pier, and will be 950 feet in length.

Contracts for this work, including necessary dredging, were placed towards the end of the year.

The construction in general consists of 50 by 56-ft. timber cribs, protected by a 24-in. concrete curtain wall, and it is proposed to erect on this foundation a four-belt grain conveyor capable of diverting all four streams to either side of the jetty. This facility will be ready for operation in time to handle the 1924 crop.

Plans were also completed for another jetty, to be known as Jetty No. 2.

This will be operated in conjunction with No. 2 Elevator at the Ballantyne Pier. Its situation is between the Great Northern Pier and the B. C. Sugar Refinery Wharf. The type of construction in this case consists of concrete cylinder clusters to support the conveyor towers, and the structure will be protected against damage from berthing vessels by an elaborate series of dolphins.

This jetty will provide an additional two loading berths for bulk grain, and will be similar in the manner of operation to No. 1 Jetty.

In addition to the foregoing loading facilities which will directly supplement the loading berthage furnished at the Lapointe and Ballantyne Piers, the Commissioners are providing a number of mooring buoys, which will be added to as required, and which can be conveniently and economically used, particularly by vessels loading lumber and vessels being fitted to take grain.

### TERMINAL RAILWAY

An interesting adjunct to the Commissioners' pier service was inaugurated during the year, namely, the Terminal Railway.

The section extending from the Ballantyne to Lapointe Pier was completed in October. Running rights over the Great Northern Railway Company's tracks from False Creek to Burrard Inlet were obtained under agreement with this railway company, and the Commissioners are now able to handle all Canadian National Railway traffic direct from the Canadian National terminals in False Creek to destination.

The Storage Yard at Ballantyne Pier was half completed, and is caring for rail traffic now being handled at this pier.

A number of spurs have been built to serve industries on the main waterfront and on Granville Island industrial area, with the result that the Commissioners now have approximately twelve miles of rail tracks under operation.



*Terminal Railway—Cars and Engine at No. 1 Elevator*

Granville Island, which was electrified, is operated under agreement with the British Columbia Electric Railway Company, Limited, the Burrard Inlet-False Creek service being operated by the Commissioners under steam-power.

### GRANVILLE ISLAND

With the revival of industrial activity, traffic on Granville Island, which is fully occupied, increased tremendously of late, and the Commissioners decided to replace the plank roads, which were originally considered of a temporary character, with permanent pavements capable of carrying the volume of traffic: about 10,000 square yards of pavement were laid, and during the process of the work opportunity was taken to renew certain portions of the water system, the cost of the work amounting to \$33,000.

### MINOR WORKS

Range Lights were established at the entrance to False Creek after a detailed sounding survey of the entrance waters had been made. These have been of great assistance, particularly to the numerous tugboat operators, to whom the multiplicity of lights showing at the entrance to False Creek was previously very confusing.



General maintenance of structures, including piers, transit sheds, roadways, trackage, floats, etc., was carried on throughout the year. Certain underwater repairs were made at the Lapointe Pier.

The steel work of No. 1 Grain Elevator Conveyor System was scraped and painted, and the conveyor galleries were also painted.

A new map, on the scale of 1000 feet to the inch, was completed during the year, showing all improvements, such as dredging, navigation marks and new construction.

There was also completed a map, on the scale of 200 feet to the inch, covering False Creek and the South Shore of Burrard Inlet, the section embracing the North Shore being now in course of preparation on the same scale.

In the routine work of the Engineering Department a large number of plans were prepared, and throughout the year extensive plans, estimates and reports were required from this department for the study and formulation of future development schemes.

### HARBOUR POLICE

The strength of the Harbour Police Force is: Superintendent, two sergeants and eleven constables.



The number of constables has been added to from time to time during the year on account of the increasing responsibilities that have devolved upon the Commissioners in the expansion of their business operations.

In addition to policing the waterfront for the proper enforcement of the Harbour Bylaws, they have particular duties to observe in the interests of the Commissioners in their operation of the Lapointe and Ballantyne Piers, the grain elevators and the terminal railway.

The results produced by this service have been very satisfactory, and excellent discipline has been maintained.

### FUTURE WORK

At this point the Commissioners would express their satisfaction that, with the support received from the Dominion Government through the Department of Marine and Fisheries, to which department they are directly responsible, they have been able to carry to completion throughout the year 1923 development work of great magnitude and of urgent and vital importance not only to the western provinces, but to Canada as a whole.

Having, however, the opportunity of observing at close range the remarkable progress of the trade of the port, and the measure of her fitness to take care of the actual business of the present and the immediate future and the potential business that can be induced, the Commissioners would emphasize their conviction that further heavy expenditures must be made before the port is sufficiently equipped to fully discharge her responsibility as the Dominion's western gate to the markets of the world.

It would appear obvious, for instance, that, subject to supply and demand, the flow of grain through the port will increase in ratio to the facilities provided to receive and ship it.

Provision should be made for the storage of fresh fruits, particularly the renowned apples of the Okanagan Valley, in readiness for direct delivery from warehouse to vessel as required, also for fish, meat and other perishable commodities.

A lumber assembling and distributing wharf is urgently needed to enable inland mills, and also mills on tidal water with limited output, to enter into the lumber export trade.

In addition to the foregoing and other particular commodities for which special provision is required, the general business of the port is rapidly increasing, as is convincingly shown in the statistical tables appended.

With the completion of the Second Narrows Bridge towards the end of 1924, extensive industrial areas will be opened up on the North Shore of Burrard Inlet, and the business originating in this new field will have to be taken care of.

From consideration of the general situation, the obvious deduction is that a policy of continued development, including a waterfront cold storage warehouse, increased grain storage and shipping facilities, lumber wharf, new general cargo piers, terminal railway extension and other kindred improvements must be steadfastly pursued, and the Commissioners confidently hope that in formulating and carrying out such a policy they will receive the same encouragement and support that they enjoyed during the past year.

### PROSPECT POINT SIGNAL STATION

The service rendered by this unit of the Commissioners' activities has been much appreciated by the shipping interests and has been of very considerable value to the Commissioners in various ways.

Since the station went into full working order, on 1st March, 1923, an accurate daily record of the movements of all commercial vessels has been maintained, and a detailed record has also been kept of the inward and outward movement of booms of logs. In the period during which these records have been prepared the average monthly number of vessels passing Prospect Point inward was 2,028 and 2,080 outward, and at False Creek the numbers were 456 inward and 453 outward.

On an average about 120 telephone calls were attended to daily, and all messages received and relayed by the Wireless Station at Point Grey have been immediately forwarded to their destination, either through the Merchants Exchange or direct. Notice of deep-sea vessels entering the harbour has been systematically transmitted to the harbour officials, steamship agents, stevedoring companies and others interested.

The Commissioners appreciate the co-operation of the Vancouver Merchants Exchange with the Signal Station in certain departments of its work, which has enhanced the value of the service rendered to the public.

### BYLAWS AND TARIFFS

A number of the Commissioners' bylaws were amended, and several new bylaws passed.

Tariffs were prepared governing wharfage, storage and other rates at the Commissioners' piers, grain elevator rates and terminal railway rates, and the Tariff of Cargo Rates was revised.



*Prospect Point Signal Station*



## CONCLUSION

In concluding their report, the Commissioners would point out that the year 1923 has been marked by immensely increased responsibility and strenuous work, particularly the latter months of it.

In addition to carrying out a programme of rush construction work, they took over in the month of August the Lapointe Pier, which was formerly leased to the Canadian Government Merchant Marine, and the No. 1 Grain Elevator, which was previously under the control of the Grain Commissioners. The opening of the Terminal Railway took place in October, and on 1st December the Ballantyne Pier was taken over.

All these units the Commissioners now operate directly, and the organization of the various operating departments involved an enormous amount of work.

Also, for the staff in general, and particularly for heads of departments, this period in the history of the Commission was a strenuous one, and the Commissioners desire to record their appreciation of the faithful and willing service that has been rendered in all departments.



*Section of Floating Drydock of Burrard Drydock Company, Limited*



TRAFFIC DEPARTMENT  
SUMMARISED STATEMENT OF OPERATIONS  
From Commencement of Operations to 31st December, 1923

GOVERNMENT PIER

From 1st December, 1923, to 31st December, 1923

OPERATING REVENUE—

Wharfage, Berthage, etc. .... \$10,462.27

OPERATING EXPENSES—

Wharf Operating Expenses ..... \$2,301.14

Handling ..... 1,410.56

Maintenance and Repairs ..... 516.25

Office Expenses, etc. .... 2,021.99

6,249.94

SURPLUS.... \$4,212.33

BALLANTYNE PIER

From 1st December, 1923, to 31st December, 1923

OPERATING REVENUE—

Wharfage, etc. .... \$8,867.41

OPERATING EXPENSES—

Wharf Operating Expenses ..... \$3,664.16

Miscellaneous Expenses ..... 356.54

Maintenance and Repairs ..... 1,592.20

Office Expenses, etc. .... 1,780.40

7,393.30

SURPLUS.... \$1,474.11

TERMINAL RAILWAY

From 15th October, 1923, to 31st December, 1923

OPERATING REVENUE—

Switching Revenue ..... \$30,108.35

OPERATING EXPENSES—

Operating Labor ..... \$ 5,420.18

Operating Expenses ..... 10,982.47

Maintenance and Repairs ..... 1,610.83

Office Expenses, etc. .... 1,896.98

19,910.46

SURPLUS.... \$10,197.89

W. D. HARVIE,  
*Secretary.*

Certified Correct.

(Sgd.) WILSON & WILSON,

Vancouver, B. C., 27th February, 1924.

*Chartered Accountants.*

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TRAFFIC DEPARTMENT  
OPERATING BALANCE SHEET  
As at 31st December, 1923

## ASSETS—

OPERATING EQUIPMENT .....	\$31,216.51
ACCOUNTS RECEIVABLE .....	37,526.70
CASH ON HAND .....	4,753.62
	<hr/>
	\$73,496.83
	<hr/>

## LIABILITIES—

ACCOUNTS PAYABLE .....	\$24,434.37
HEAD OFFICE—For Equipment .....	27,032.40
BANK OVERDRAFT .....	6,145.73
	<hr/>
	\$57,612.50

## SURPLUS FROM OPERATIONS—

GOVERNMENT PIER .....	\$ 4,212.33	
BALLANTYNE PIER .....	1,474.11	
TERMINAL RAILWAY .....	10,197.89	
	<hr/>	15,884.33
		<hr/>
		\$73,496.83
		<hr/>

Certified Correct.

(Sgd.) WILSON &amp; WILSON,

*Chartered Accountants.*

Vancouver, B. C., 27th February, 1924.

Grain Elevator

Tentative Summarized Statement

From 1st August, 1923, to 31st January, 1924.

OPERATING REVENUE

ELEVATION RECEIPTS .....	\$123,076.20
CLEANING .....	25,829.06
DRYING .....	279.60
SACKING .....	25,697.97
STORAGE .....	6,843.94
SUNDRY REVENUE .....	3,708.08

\$185,434.85

NOTE.—As the Fiscal Year for the year ending 31st January, 1924, the above should be considered as a preliminary statement, and a reserve for depreciation, interest, etc., should be added.

Operating Expenses

As at 31st January, 1924.

ASSETS

ACCOUNTS RECEIVABLE .....	\$319,349.60
CASH IN BANK AND ON HAND .....	88,180.28
	<u>\$407,529.88</u>

W. D. HARVIE,  
*Secretary.*

Vancouver, B. C., 27th February, 1924.

or No. 1  
 f Operations and Balance Sheet  
 31st December, 1923

## OPERATING EXPENDITURES

OPERATING EXPENSES (Labor, Supplies, Superintendence, Power, etc.) .....	\$ 60,948.34
IMPROVEMENTS TO EQUIPMENT and putting Elevator in shape for Operations .....	31,796.10
MAINTENANCE LABOR AND SUPPLIES .....	15,209.59
OFFICE FURNITURE .....	2,382.40
INSURANCE .....	11,854.11
OFFICE SALARIES .....	4,127.43
OFFICE SUPPLIES, TELEPHONES, POSTAGE, ETC. ....	2,758.43
SUNDRY EXPENSES .....	532.94
REGISTRATION FEES .....	617.92
INTEREST AND EXCHANGE .....	11.95

OPERATING EXPENDITURES. . . \$130,239.21

SURPLUS from 1st August, 1923, to 31st December, 1923 55,195.64

\$185,434.85

itor will not close until July, 1924,  
 Tentative Statement only, without  
 r sinking fund.

nce Sheet

ber, 1923

## LIABILITIES

ACCOUNTS PAYABLE .....	\$352,334.24
SURPLUS on operating as above from 1st August, 1923, to 31st December, 1923 .....	55,195.64
	<u>\$407,529.88</u>

Certified Correct.

(Sgd.) WILSON & WILSON,  
*Chartered Accountants.*

Balan  
As at 3

## ASSETS

## BALLANTYNE PIER—

Construction work to date .....	\$5,412,443.22
Land purchase .....	681,275.23

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\$6,093,718.45

Interest to date on Debentures issued to the Government of Canada for loans advanced on construction work, etc., under the Vancouver Harbour Advances Acts of 1919 and 1923, and authorised to be a part of the cost of construction .....	441,156.13
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\$6,534,874.58

## GRAIN ELEVATORS—Including land and construction work to date on No. 2 Elevator, No. 1 Elevator addition, Grain

Jetties and improvement work on No. 1 Elevator .....	1,623,920.66
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GRANVILLE ISLAND—Development work at cost.....	342,324.95
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TERMINAL RAILWAY—Construction work to date, at cost.....	62,341.78
--	-----------

KITSILANO INDIAN RESERVE—Improvement work, etc., to date, at cost .....	21,903.42
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SIGNAL STATION, PROSPECT POINT—Construction work and equipment, less depreciation for period in use.....	6,645.39
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TRAFFIC DEPARTMENT OPERATING EQUIPMENT—At cost....	31,216.51
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GENERAL PLANT AND EQUIPMENT—Less depreciation .....	8,709.40
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MOORING BUOYS—Less depreciation .....	2,321.58
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BOOMING GROUNDS—Less depreciation .....	1,300.00
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BOATS—Less depreciation .....	6,160.00
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AUTOMOBILES—At cost .....	6,685.20
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ACCOUNTS RECEIVABLE .....	426,475.26
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## SINKING FUND—Amount set aside to date to be used in redeeming Debentures at maturity—

Victory Bonds .....	\$164,500.00
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Cash in Bank .....	3,527.91
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168,027.91

CASH IN BANKS AND ON HAND .....	184,153.82
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\$9,427,060.46

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W. D. HARVIE,  
*Secretary.*

Vancouver, B. C., 27th February, 1924.



Sheet  
 ember, 1923

## LIABILITIES

## DEBENTURE INDEBTEDNESS—

Debentures issued to date to the Government of the Dominion of Canada, under the Vancouver Harbour Advances Acts of 1919 and 1923, which Acts authorized loans not exceeding in the whole the sum of \$10,000,000.00 for Harbour construction work, etc.		\$6,757,900.00
INTEREST DUE ON DEBENTURES—to 31st December, 1923...		145,234.12
ACCOUNTS PAYABLE .....		576,898.49
BANK—Loan .....		711,000.00
LAND PURCHASE—Balance due on purchase of land for Grain Jetty, etc., for Elevator No. 1 .....		275,000.00
SURPLUS—Balance forward as at 31st December, 1922 .....	\$598,016.46	
From operations for year ended 31st December, 1923 .....	363,011.39	
		<u>961,027.85</u>

## SURPLUS EXPENDED AS FOLLOWS in respect of assets shown on contra—

Sinking Fund .....	\$168,027.91
Granville Island—Development, less Bonds .....	42,324.95
Ballantyne Pier—Portion of interest on Debentures during construction, Storage Yard, Roadways, etc.	424,920.78
Grain Elevators — Improvements (No. 1), Construction of Jetty, etc.....	35,398.32
Terminal Railway — Construction .....	62,341.78
Signal Station — Construction .....	6,645.39
Traffic and Sundry Equipment .....	54,523.05
	<u>\$794,182.18</u>
Balance .....	166,845.67
	<u>\$961,027.85</u>

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\$9,427,060.46

Certified Correct.

(Sgd.) WILSON & WILSON,  
*Chartered Accountants.*

## Summarized Statement

For Year Ended 31st December, 1923

## OPERATING REVENUE

HARBOUR DUES, ETC. ....	\$147,963.02
CARGO RATES ....	243,799.19
RENTALS OF WATER LOTS ....	19,051.02
GOVERNMENT PIER—Rental from 1st January, 1923, to 30th November, 1923 ....	41,250.00
GRANVILLE ISLAND—Rentals ....	36,330.77
GRAIN ELEVATOR No. 1—Earnings from 1st August, 1923, to end of year (tentative only, as fiscal year ends 31st July, 1924) ....	185,434.85
TRAFFIC DEPARTMENT—Piers and Terminal Railway earnings (operations commenced towards end of year) ....	49,438.03
INTEREST ....	2,613.42

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\$725,880.30

W. D. HARVIE,  
*Secretary.*

Vancouver, B. C., 27th February, 1924.

# ent of Operations

ember, 1923

## REVENUE EXPENDITURE

GOVERNMENT PIER—Maintenance, repairs, etc., during time Pier rented from 1st January, 1923, to 30th November, 1923 .....	\$ 10,275.13
GRANVILLE ISLAND—Operating expenses and maintenance...	19,573.26
INTEREST ON DEBENTURES—Issued in connection with Gran- ville Island development work .....	15,000.00
GRAIN ELEVATOR No. 1—Operating expenses from 1st August, 1923, to end of year (tentative only, without reserve for depreciation, interest, or sinking fund, as fiscal year ends 31st July, 1924) .....	130,239.21
TRAFFIC DEPARTMENT—Piers and Terminal Railway oper- ating expenses (operations commenced towards end of year) .....	33,553.70
ADMINISTRATION, ENGINEERING, HARBOUR AND MISCELLANEOUS EXPENSES .....	154,227.61
TOTAL OPERATING EXPENDITURES .....	\$362,868.91
SURPLUS FOR YEAR ENDED 31ST DECEMBER, 1923	363,011.39
	<u>\$725,880.30</u>

Certified Correct.

(Sgd.) WILSON & WILSON,  
*Chartered Accountants.*

## COMPARATIVE RECORD OF SHIPPING, 1922 AND 1923

## LOCAL COASTWISE

This includes all vessels trading in British Columbia waters.

	No. of Ships		Gross Tonnage		Net Tonnage	
	1922	1923	1922	1923	1922	1923
January	1,126	1,232	537,990	611,839	332,231	401,279
February	936	1,142	514,002	567,302	321,743	351,197
March	1,160	1,578	601,894	745,840	379,607	483,123
April	1,161	1,507	611,869	702,108	388,336	452,745
May	1,310	1,647	668,587	758,775	411,213	491,817
June	1,413	1,718	743,010	764,666	454,995	474,740
July	1,505	1,665	816,036	858,336	504,771	535,722
August	1,633	1,809	825,817	889,825	518,892	525,437
September	1,465	1,704	750,735	852,527	463,235	520,342
October	1,426	1,715	702,129	757,279	442,084	478,624
November	1,373	1,364	689,345	654,139	436,456	414,252
December	1,111	1,255	686,408	652,459	440,075	408,953
	15,619	18,336	8,147,822	8,815,095	5,093,638	5,538,261
	Net Increase—2,717		Net Increase—667,273		Net Increase—444,623	

FOREIGN COASTWISE  
This includes vessels trading to Pacific Coast U.S.A. Ports.

	No. of Ships		Gross Tonnage		Net Tonnage	
	1922	1923	1922	1923	1922	1923
January .....	54	47	49,818	53,668	32,543	33,798
February .....	34	55	32,670	46,593	19,527	29,241
March .....	46	64	41,386	71,214	26,105	44,970
April .....	37	48	42,485	54,353	26,884	33,493
May .....	45	74	46,395	72,695	29,600	45,971
June .....	42	77	47,878	77,508	30,791	48,284
July .....	35	60	51,442	72,129	32,687	45,942
August .....	42	47	41,724	63,501	25,725	39,738
September .....	43	57	49,679	73,890	31,503	46,532
October .....	46	39	66,845	75,090	42,448	47,521
November .....	53	78	52,965	71,941	33,233	47,693
December .....	49	53	63,549	70,907	39,961	45,153
	526	699	587,036	803,489	371,007	508,336
	Net Increase—173		Net Increase—216,453		Net Increase—137,329	



## DEEP SEA

This comprises vessels trading to Offshore Ports.

	No. of Ships		Gross Tonnage		Net Tonnage	
	1922	1923	1922	1923	1922	1923
January .....	50	44	343,881	302,403	216,794	189,903
February .....	41	40	263,081	285,932	167,547	177,553
March .....	44	45	284,522	290,351	179,913	183,743
April .....	45	48	297,334	306,923	187,258	191,417
May .....	43	41	286,020	271,768	179,024	165,240
June .....	32	42	229,130	273,180	141,451	170,127
July .....	36	49	281,503	354,392	171,415	218,631
August .....	39	43	279,947	286,447	174,783	177,095
September .....	40	53	280,742	331,207	173,087	206,352
October .....	41	47	290,965	320,611	175,702	201,286
November .....	44	55	317,961	340,999	197,669	215,624
December .....	49	66	324,385	454,192	205,705	283,984
	504	573	3,479,471	3,818,405	2,170,348	2,380,685
Net Increase—69			Net Increase—338,934		Net Increase—210,337	

## OCEAN-GOING

This includes Deep-sea and that portion of Foreign Coastwise passing outside Cape Flattery.

	No. of Ships		Gross Tonnage		Net Tonnage	
	1922	1923	1922	1923	1922	1923
January .....	65	64	383,007	349,263	241,242	219,110
February .....	54	61	289,998	309,208	183,373	197,926
March .....	60	72	318,088	350,894	200,530	221,130
April .....	58	65	333,365	353,151	209,742	219,344
May .....	59	68	322,201	331,983	201,361	201,907
June .....	48	73	267,791	341,475	166,296	211,485
July .....	52	72	324,799	416,760	198,774	257,633
August .....	53	64	316,581	342,775	196,951	211,735
September .....	63	74	321,029	394,368	198,181	245,245
October .....	63	70	350,638	390,953	213,498	245,094
November .....	67	76	360,690	397,770	224,084	251,822
December .....	75	86	380,288	515,386	240,692	322,452
	717	845	3,968,483	4,493,986	2,474,724	2,804,883
	Net Increase—128		Net Increase—525,503		Net Increase—330,159	

## TOTAL SHIPPING ALL CLASSES

	No. of Ships		Gross Tons		Net Tons	
	1922	1923	1922	1923	1922	1923
January .....	1,230	1,323	931,689	967,910	581,568	624,980
February .....	1,011	1,237	809,753	899,827	508,817	557,991
March .....	1,250	1,687	927,802	1,107,405	585,625	711,836
April .....	1,243	1,603	951,688	1,063,384	602,478	677,655
May .....	1,398	1,762	1,001,202	1,103,238	619,837	703,058
June .....	1,487	1,837	1,020,018	1,115,354	627,237	693,151
July .....	1,576	1,774	1,148,981	1,284,857	708,873	800,295
August .....	1,704	1,899	1,147,488	1,239,773	719,400	742,270
September .....	1,558	1,814	1,081,156	1,257,624	667,825	773,226
October .....	1,513	1,801	1,059,939	1,152,980	660,234	727,431
November .....	1,470	1,497	1,060,271	1,067,079	667,358	677,569
December .....	1,209	1,374	1,074,342	1,177,558	685,741	738,090
Total .....	16,649	19,608	12,214,329	13,436,989	7,634,993	8,427,282
	Increase—2,959		Increase—1,222,660		Increase—792,289	

## EXPORTS BY COUNTRIES

	Gen. Mdse. Tons	Logs and Lumber Board Ft.	Value
Australia and New Zealand..	55,195	39,097,432	\$ 9,649,512
Argentina .....	3	.....	500
Belgium .....	34,028	.....	1,324,441
Bolivia .....	69	.....	9,724
British West Indies .....	303	.....	46,117
Brazil .....	4,816	.....	16,375
B. C. Coast Points .....	388,490	56,959,720	42,211,267
China .....	131,585	17,865,642	13,645,811
Colombia .....	15	.....	7,496
Chile .....	561	.....	88,645
Cuba .....	30	492,777	14,119
Denmark .....	2,497	.....	82,883
Eastern Canada .....	2,261	7,710,881	653,881
Ecuador .....	140	.....	19,501
Egypt .....	138	.....	33,741
France .....	30,817	53,182	2,107,325
Fiji .....	1,157	2,042,127	286,354
Germany .....	48	.....	7,959
Guiana, British .....	119	.....	18,703
Guiana, Dutch .....	25	.....	3,409
Guatemala .....	5	.....	755
Holland .....	16,361	29,030	569,326
Hawaii .....	305	2,596,323	80,726
India .....	331	3,967,121	152,593
Italy .....	11,583	.....	594,704
Japan .....	236,688	146,969,496	20,857,011
Java .....	11	.....	2,566
Morocco .....	2	.....	250
Malta .....	35	.....	5,275
Malay .....	15	.....	1,900
Mexico .....	4,416	773,586	3,535,466
Martinique .....	28	.....	4,587
Norway .....	18,256	.....	648,400
Nicaragua .....	3	.....	375
Panama .....	8,919	.....	275,000
Philippines .....	1,887	211,782	422,653
Palestine .....	14	.....	2,063
Peru .....	11,512	.....	450,243
Porto Rico .....	27	.....	4,251
Portugal .....	14,896	.....	484,720
Salvador .....	1	.....	90
Siberia .....	1,518	49,917	286,649
South Africa .....	657	5,674,608	418,928
Straits Settlements .....	9,573	.....	292,571

## EXPORTS BY COUNTRIES—(Continued)

	Gen. Mdse. Tons	Logs and Lumber Board Ft.	Value
Sweden .....	1,559	.....	\$ 64,775
Trinidad .....	89	.....	21,092
United Kingdom .....	453,123	16,616,510	20,671,868
United States .....	79,200	128,482,672	13,112,853
Total .....	1,523,311	429,592,806	\$133,189,453

## PASSENGER TRAFFIC

	PASSENGERS LANDED		PASSENGERS SHIPPED	
	1922	1923	1922	1923
January .....	16,362	18,370	19,481	22,628
February .....	14,015	15,416	17,403	17,048
March .....	18,337	21,672	18,728	22,782
April .....	23,518	24,636	23,719	25,631
May .....	22,895	32,265	22,446	32,260
June .....	38,826	42,582	38,231	43,891
July .....	67,491	75,027	69,152	76,811
August .....	60,358	78,679	55,331	72,433
September .....	38,075	43,615	37,730	42,418
October .....	22,924	24,356	27,244	28,147
November .....	19,755	20,868	24,497	23,468
December .....	22,636	23,661	22,508	24,222
Total .....	365,192	421,147	376,470	431,739
	Increase—55,955		Increase—55,269	

CONDENSED SUMMARY OF IMPORTS AND EXPORTS FOR TWELVE MONTHS ENDED  
DECEMBER 31, 1923, SHOWING COMPARISON WITH 1922

	LOCAL COASTWISE IMPORTS					
	Gen. Mdse.		Logs and Lumber		Value	
	Tons		Board Ft.		1922	1923
January . . . . .	1922	1923	1922	1923	\$2,654,739	\$3,481,591
February . . . . .	74,680	78,931	52,217,633	76,584,519	1,933,054	3,418,927
March . . . . .	63,123	61,797	39,336,185	72,910,519	1,969,349	2,913,122
April . . . . .	78,206	90,308	44,658,339	72,954,069	2,152,559	2,661,656
May . . . . .	72,505	68,958	57,015,428	85,305,594	2,819,109	3,311,587
June . . . . .	76,226	78,053	75,445,203	99,983,956	2,899,483	3,343,775
July . . . . .	79,474	85,479	81,795,528	97,986,687	3,253,595	3,383,984
August . . . . .	97,798	63,306	81,880,822	106,275,093	4,079,507	2,764,634
September . . . . .	113,571	89,308	77,022,992	80,916,065	4,349,487	3,685,149
October . . . . .	110,306	91,707	65,590,985	85,336,780	3,378,789	4,387,584
November . . . . .	88,946	97,480	84,499,804	76,428,887	3,180,254	4,170,502
December . . . . .	86,794	91,269	70,618,420	81,746,022	3,156,423	3,117,413
	75,332	71,616	63,363,880	62,357,909		
Total . . . . .	1,016,961	968,212	793,444,219	998,786,100	\$35,826,348	\$40,639,924
	Decrease—48,749		Increase—207,400,981		Increase—4,813,797	



## LOCAL COASTWISE EXPORTS

	Gen. Mdse. Tons		Logs and Lumber Board Ft.		Value	
	1922	1923	1922	1923	1922	1923
January . . . . .	17,154	21,303	1,120,146	769,104	\$1,827,934	\$2,295,242
February . . . . .	19,201	23,014	842,195	605,375	2,281,386	3,058,110
March . . . . .	24,807	28,619	1,201,857	1,238,296	2,804,029	3,488,261
April . . . . .	21,883	27,891	974,179	699,336	2,661,972	3,705,734
May . . . . .	20,740	34,651	1,334,439	788,058	2,501,179	4,192,557
June . . . . .	27,732	39,310	663,671	788,357	3,327,436	5,379,846
July . . . . .	25,920	37,334	1,246,009	760,528	3,270,727	3,982,955
August . . . . .	29,920	38,943	1,200,905	7,549,469	3,548,201	3,627,035
September . . . . .	27,690	34,250	650,868	7,697,127	3,229,959	3,022,302
October . . . . .	26,648	49,161	1,681,684	8,501,580	3,228,417	3,776,309
November . . . . .	26,445	29,623	1,335,585	12,539,173	3,211,283	3,094,204
December . . . . .	22,939	24,391	945,986	15,023,317	2,384,619	2,588,712
Total . . . . .	291,079	388,490	13,197,524	56,959,720	\$34,277,042	\$42,211,267
	Increase—97,411		Increase—43,762,196		Increase—\$7,934,225	

## FOREIGN COASTWISE IMPORTS

	Gen. Mdsc. Tons		Logs and Lumber Board Ft.		Value	
	1922	1923	1922	1923	1922	1923
January .....	30,290	43,337	39,804	1,000	\$1,031,171	\$1,249,755
February .....	16,806	28,575	5,673	7,967	821,315	1,676,014
March .....	26,185	50,836	241,359	1,014	1,068,324	1,185,480
April .....	27,901	38,528	25,072	....	1,018,754	1,001,567
May .....	29,528	51,544	27,273	5,813	1,155,267	1,221,714
June .....	33,156	46,077	2,727	2,000	972,438	1,157,359
July .....	36,134	44,971	1,868	8,651	1,056,745	924,876
August .....	29,165	56,816	8,576	333,621	833,809	1,312,850
September .....	39,150	61,993	10,379	41,119	1,183,286	1,410,440
October .....	52,468	64,576	13,510	600	1,520,804	1,210,283
November .....	37,671	44,605	2,232	14,028	1,240,089	2,323,711
December .....	39,849	44,573	6,251	4,180	851,576	1,080,572
Total .....	398,303	576,428	384,724	449,993	\$12,753,578	\$15,754,621
		Increase—178,125		Increase—35,269		Increase—\$3,001,043

## FOREIGN COASTWISE EXPORTS

	Gen. Mdse. Tons		Logs and Lumber Board Ft.		Value	
	1922	1923	1922	1923	1922	1923
January . . . . .	4,313	2,455	7,635,040	4,403,340	\$337,005	\$395,053
February . . . . .	1,389	2,360	3,456,418	5,308,697	232,504	268,914
March . . . . .	3,692	3,288	2,241,863	4,284,076	370,770	400,713
April . . . . .	2,542	4,787	2,233,093	8,038,276	254,887	525,868
May . . . . .	1,745	2,520	1,608,088	6,408,169	352,793	338,504
June . . . . .	2,340	2,174	6,327,886	10,960,717	295,796	959,082
July . . . . .	2,791	3,422	3,686,541	1,815,845	251,406	435,244
August . . . . .	1,183	4,380	1,391,338	8,642,808	150,306	770,754
September . . . . .	2,387	3,366	3,508,920	4,938,181	468,183	584,464
October . . . . .	4,382	3,846	3,840,404	1,973,916	478,604	430,625
November . . . . .	3,180	4,735	5,110,409	4,869,274	378,236	670,321
December . . . . .	3,351	6,315	1,372,897	5,206,259	284,666	803,750
Total . . . . .	33,295	43,648	42,412,897	66,849,558	\$3,855,156	\$6,583,292
	Increase—10,353		Increase—24,436,661		Increase—\$2,728,136	

## DEEP-SEA IMPORTS

	Gen. Mdse. Tons		Logs and Lumber Board Ft.		Value	
	1922	1923	1922	1923	1922	1923
January . . . .	54,973	47,916	13,146	33,168	\$12,013,314	\$12,313,146
February . . . .	20,613	26,449	18,288	10,761	3,378,944	12,760,384
March . . . . .	46,572	14,775	480	.....	7,826,071	9,985,788
April . . . . .	53,727	29,218	8,328	22,895	8,448,580	15,906,887
May . . . . .	31,760	30,998	33,828	28,077	13,984,302	14,851,064
June . . . . .	24,549	28,834	10,078	66,253	14,028,079	19,260,375
July . . . . .	35,293	45,468	57,219	87,880	11,376,645	19,602,221
August . . . . .	60,139	29,490	39,394	24,891	27,275,351	19,016,869
September . . . .	30,164	40,364	2,413	59,477	14,793,183	10,050,177
October . . . . .	17,668	26,828	26,181	49,238	22,948,178	14,407,823
November . . . .	37,775	17,907	4,000	.....	9,851,846	7,809,191
December . . . .	26,067	48,855	.....	40,105	12,527,220	12,137,804
Total . . . . .	439,300	387,102	213,355	422,745	\$158,451,713	\$168,101,732
					Increase—	\$9,650,019
					Increase—209,390	
					Decrease—52,198	



## VOLUME OF TRADE

	TOTAL IMPORTS			Value		
	Logs and Lumber					
	Board Ft.					
Gen. Mdse.	Tons					
	1922	1923		1922	1923	
January .....	159,943	170,184		\$15,699,224	\$17,044,492	
February .....	100,542	116,821		6,133,313	17,855,325	
March .....	150,963	155,919		10,863,744	14,084,390	
April .....	154,133	136,704		11,619,913	19,570,110	
May .....	137,514	160,592		17,958,678	19,384,365	
June .....	137,179	160,390		17,900,000	23,761,509	
July .....	169,225	153,745		15,686,985	23,911,081	
August .....	202,875	175,614		32,188,667	23,094,353	
September ....	179,620	194,064		20,325,926	15,145,766	
October .....	159,082	188,884		27,847,771	20,005,690	
November .....	162,240	153,781		14,272,189	14,303,407	
December ....	141,248	165,044		16,535,219	16,335,789	
Total ....	1,854,564	1,931,742		\$207,031,629	\$224,496,277	
				Increase—	Increase—	
				205,585,540	17,464,648	





## IMPORTS BY COUNTRIES

	Gen. Mdse. Tons	Logs and Lumber Board Ft.	Value
Australia and New Zealand..	7,872	284,746	\$ 5,566,287
Belgium .....	5,365	.....	415,189
B. C. Coast Points .....	968,212	998,786,100	40,639,924
Chile .....	20	.....	764
China .....	52,350	30,437	23,251,612
Costa Rica .....	15	.....	5,704
Cuba .....	19,986	.....	2,246,418
Deep-sea Fisheries .....	597	.....	122,692
Denmark .....	259	.....	5,012
Eastern Canada .....	6,315	37,498	968,643
Fiji .....	1,797	17,489	133,985
France .....	301	.....	242,074
Germany .....	1,432	.....	158,233
Guatemala .....	895	.....	154,015
Hawaii .....	1,845	.....	212,294
Holland .....	1,589	.....	223,130
India .....	13,868	.....	3,178,520
Japan .....	36,862	.....	102,594,488
Java .....	36,614	.....	4,282,901
Malaya .....	48	.....	4,069
Mexico .....	10,880	.....	31,497
Nicaragua .....	67	.....	8,710
Norway .....	9	.....	2,786
Philippines .....	2,262	22,532	370,655
Peru .....	93,966	.....	3,816,460
Panama .....	15	.....	2,368
Salvador .....	603	.....	71,595
Straits Settlements .....	2,201	.....	382,326
Siberia .....	37	.....	710,561
Sweden .....	67	.....	7,860
United States .....	592,365	421,716	16,120,001
United Kingdom .....	73,028	.....	18,565,504
Total .....	1,931,742	999,628,838	\$224,496,277

## OCEAN-GOING VESSELS FOR 1923

	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Germany	Spain	Italy	Nicaragua	Steamers	Motor Vessels	Sailing Vessels
January .....	26	21	13	2	1	1	..	..	..	..	..	..	62	1	1
February .....	26	20	10	2	1	1	1	..	..	..	..	..	56	5	..
March .....	30	21	14	2	..	3	..	1	..	..	..	1	65	7	..
April .....	28	23	8	2	1	1	1	..	1	..	..	..	61	3	1
May .....	27	23	11	5	1	..	..	1	..	..	..	..	54	12	2
June .....	30	27	9	3	1	1	1	1	..	..	..	..	65	7	1
July .....	31	24	9	3	2	2	..	..	1	..	..	..	67	4	1
August .....	25	22	10	4	2	1	..	..	..	..	..	..	61	2	1
September .....	31	28	7	2	3	1	1	..	1	..	..	..	64	5	5
October .....	25	25	8	5	2	2	2	..	1	..	..	..	67	3	..
November .....	27	23	16	3	2	2	1	1	1	..	..	..	73	3	..
December .....	32	26	14	4	2	..	1	3	2	1	1	..	83	3	..
Total .....	338	283	129	37	18	15	8	7	7	1	1	1	778	55	12

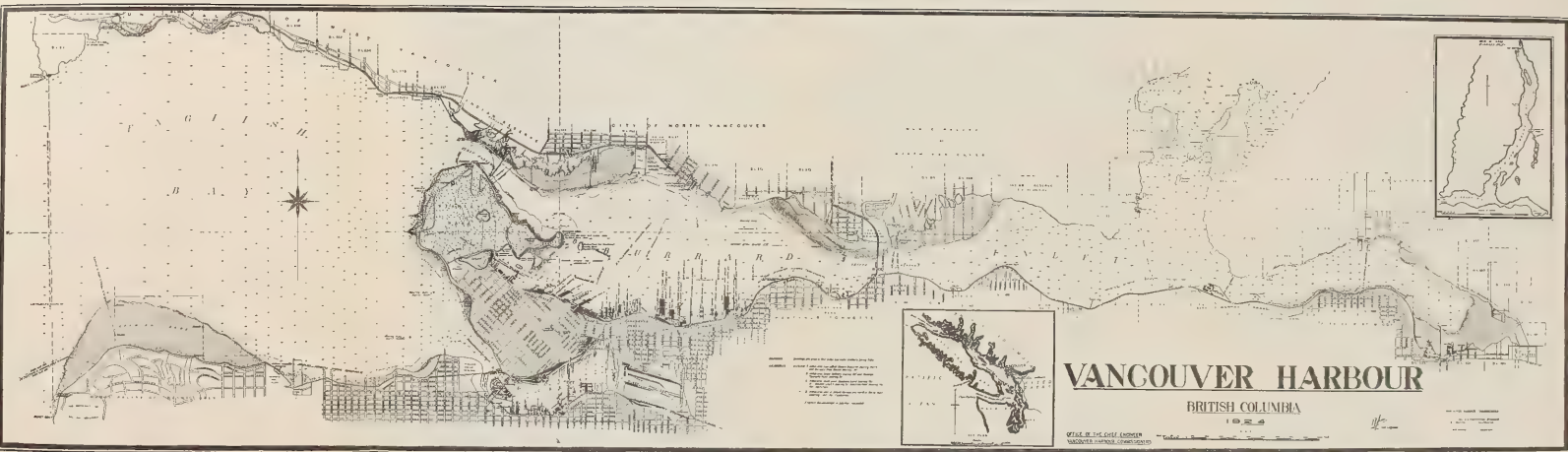
## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Germany	Mexico	Peru	Chile	Italy	China	Spain	Nicaragua	Steamers	Motor Vessels	Sailing Vessels
1909	71	195,789	36	20	7	1	1	1	1	1	1	7	1	1	1	1	1	1	1	51	20	20
1910	84	236,579	56	13	1	1	1	1	1	1	1	10	3	1	1	1	1	1	1	72	12	12
1911	90	351,098	54	27	7	4	1	1	1	1	1	4	1	1	1	1	1	1	1	77	13	13
1912	112	288,656	59	37	4	5	1	1	1	1	1	1	1	1	3	1	1	1	1	102	10	10
1913	132	365,953	67	48	4	1	1	1	1	1	2	7	1	1	1	1	1	1	1	118	14	14
1914																						
1915	237	683,538	76	115	37	2	1	1	1	1	5	1	1	1	1	1	1	1	1	225	12	12
1916	343	928,006	102	175	46	14	1	1	2	1	2	2	2	1	1	1	1	1	1	327	16	16
1917	240	768,094	87	102	34	13	1	1	1	3	1	1	1	1	1	1	1	1	1	230	9	9
1918	298	851,186	96	146	41	10	1	1	2	1	1	1	1	1	1	1	1	1	1	275	14	9
(9 months)																						
1919	328	1,016,177	122	114	28	17	32	3	5	1	1	1	7	1	1	1	1	1	1	316	4	8
1920	336	1,163,699	154	150	15	8	9	3	1	2	1	1	1	1	1	1	1	1	1	316	9	11
1921	496	1,867,265	190	190	84	5	4	10	6	6	1	1	1	1	1	1	1	1	1	481	10	5
1922	717	2,474,724	303	225	122	25	15	17	7	3	1	1	1	1	1	1	1	1	1	659	52	6
1923	845	2,804,883	338	283	129	37	18	15	8	7	1	7	1	1	1	1	1	1	1	778	55	12

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Annual Report  
1924



# ANNUAL REPORT

OF THE

## HARBOUR COMMISSIONERS

OF

## VANCOUVER

BRITISH COLUMBIA

For the Year 1924



# Harbour Commissioners of Vancouver, B. C.

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TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1924 is herewith respectfully submitted.

We have the honor to be,

Sir,

Your obedient servants,

GUY H. KIRKPATRICK, *President.*

R. E. BEATTIE, *Commissioner.*

S. L. PRENTER, *Commissioner.*

23-3-43

## Personnel of Commission

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GUY H. KIRKPATRICK, *President*

R. E. BEATTIE, *Commissioner*

S. L. PRENTER, *Commissioner*

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### Officials

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*General Superintendent*

K. J. BURNS

*Secretary*

W. D. HARVIE

*Assistant Secretary*

W. G. STICKNEY

*Acting Chief Engineer*

H. W. FRITH, M.E.I.C.

*Supt. of Elevators*

JAMES SMART

*Comptroller*

C. L. WHITE

*Purchasing Agent*

CHARLES REID

*Harbour Master*

A. H. REED

*Accountant*

P. M. FERRIS

*Statistician*

T. S. BROWN

*Supt. of Signals and Police*

C. O. JULLIAN

*Supt. of Piers and Traffic*

F. J. RUSSELL

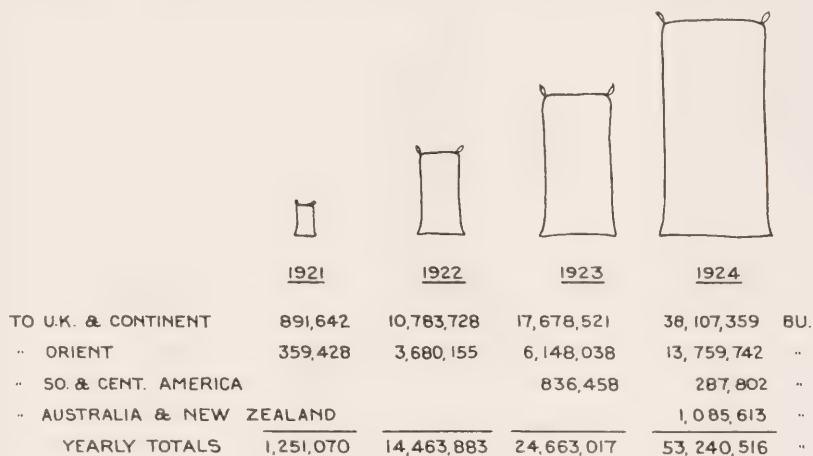
*Chief Electrician*

M. QUAIN

# VANCOUVER HARBOUR COMMISSIONERS

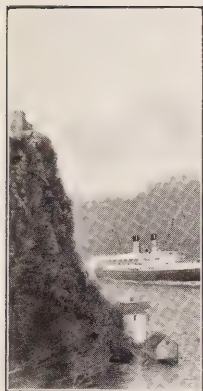
VANCOUVER, B. C.

DIAGRAM SHOWING VOLUME OF GRAIN IN BUSHEL  
SHIPPED THROUGH PORT OF VANCOUVER FOR YEARS 1921 TO 1924 INCL.



# ANNUAL REPORT

## 1924



WHILE the lumbering industry of the Port of Vancouver maintained its steady growth during the year 1924 and showed satisfactory strength, the development of the grain trade gave even greater satisfaction. This was due to the fact that this movement, increasing as it has done with each passing year since the flow of the products of the prairie grain fields first commenced to move westward to the world's markets, proves a growing realization of the value of the western route and the advantages of an ocean port open all the year round.

Starting with a comparatively small volume of 1,251,070 bushels in 1921, the grain export has increased nearly fiftyfold in three years, each succeeding year following 1921 showing a large increase. In 1922 the one harbour elevator loaded 14,463,883 bushels of grain to foreign-going ships; in 1923 the flow practically doubled, the total being 24,663,017 bushels, while in 1924 it reached a total of 53,240,516 bushels. The United Kingdom, the Continent of Europe, the Orient, South and Central America, Australia and New Zealand each provided its share of the market for the Canadian wheat fields' products.

A general survey of the business of the Port of Vancouver during 1924 shows a satisfactory volume. The reports of the various Heads of Departments appearing in this Report give details of this. Steadily increasing since the war, the movement of shipping and freight has shown healthy development, the high record for the port, during its existence as such, being reached in the year 1924. More ships arrived and sailed than during any preceding year, over a thousand ocean-going vessels departed, and over 18,000 coastal vessels entered the port.

Vancouver is the great Western Canadian portal to which the ocean lanes converge. It is the assembly point for the supplies of practically all of the British Columbia coast. Through it move mining, lumbering, fishing and agricultural products, the overland Canadian freight of two trans-continental lines and the commerce of



*No. 2 Elevator and Car Unloading Shed, Looking West*

three railroads entering from the United States. As Western Canada develops, the activity of the port will continue to increase. The Harbour Commissioners are not the only body cognizant of that fact; private interests show they, too, realise the need to build for the coming development, as is demonstrated by facilities erected or under construction by them.

Practically all the sugar used in Western Canada, as far east as Winnipeg, is brought to Vancouver, by direct steamer, from the sugar



*British Columbia Sugar Refinery*



*No. 1 Elevator, Lapointe Pier and Conveyor Galleries, Looking South*







*First Boat Registered at the Port of Vancouver*



*First Boat built at Vancouver*

plantations, discharged at the refinery here, and, after refining, distributed throughout the west. Practically all the tin plate used in packing the fish and fruits of British Columbia enters the country through Vancouver harbour. Much of the coal, spelter and rough ores of the mines of the interior and of Vancouver Island go across the docks of this port. Great values in Oriental silks and other products, the manufactured goods of Europe, United Kingdom and the United States enter through Vancouver. In addition, there is a large movement of freight to and from the Antipodes, while there has been a steady and increasing export of lumber to Japan, China, Australia, New Zealand, United States, South America, England and Europe.

During the past year there have developed new markets in the Orient for fresh beef and live beef cattle of the Western Canadian prairies, and this traffic moves through the port. As already mentioned, more than 50,000,000 bushels of Western Canadian grain were shipped, while the lumber export from the harbour exceeded 500,000,000 feet.

The demand for better connections between Vancouver City, on the south shore of Burrard Inlet, and North Vancouver, on the north shore, brought about the commencement of the construction of a vehicular and rail traffic bridge at the Second Narrows, an undertaking



*R.M.S. AORANGI, 18,000 tons gross  
Largest Motor Passenger Liner in the World  
Recently Placed on Vancouver-Australasian Route*

in which the Harbour Commissioners took an active part and of which they propose to bear a share of the cost.

The entrance to the harbour, through the First Narrows, has been considerably improved by dredging operations, which the Department of Public Works steadily maintained throughout the year.

There has been a pronounced activity in the demand for water lots on the foreshores of Burrard Inlet, and several private interests have developed waterfront properties during 1924. A large dock and warehouse has been built on one, at the foot of Nanaimo Street, by the Terminal Dock & Warehouse Co. Ltd. for the express purpose of an assembly point for the products of the flour mills of the western prairies.

Another waterfront development has been undertaken by the Columbia Grain Elevator Co. Ltd., near the Second Narrows, who have constructed a grain elevator and deep-sea pier.

Work on the splendid new Pier B-C of the Canadian Pacific Railway is progressing satisfactorily, and it is expected will be completed in the comparatively near future. This structure, of steel and concrete, approaches in size the Ballantyne Pier, and will be one of the finest examples of modern deep-sea terminals on the North American Continent.

The terminal railway, providing equal switching facilities to all railroads and shipping, has proven a very great aid to development of port business. It is hoped it will be extended in 1925 to the north shore of Burrard Inlet by way of the Second Narrows bridge.

The two large piers of the Commissioners, Lapointe and Ballantyne, did a good business during 1924. Of the 1,009 deep-sea ships that sailed from the port during the year, a total of 497 of these vessels berthed at either Ballantyne or Lapointe piers. A total of 271,809 tons of general cargo, 159,253,050 feet of logs and lumber, and 51,298,593 bushels of grain passed over the Commissioners' two piers.

The activities of the Commissioners during the year became so extensive that it was found necessary to have someone familiar with all branches of transportation work made responsible for the efficient operation of their facilities. On September 1, Mr. K. J. Burns was appointed General Superintendent, in succession to Commissioner R. E. Beattie, whose health had become dangerously impaired under the strain of his dual position. Mr. Burns had been connected with various transportation interests since 1893, for in this year he joined the



*Salmon Fishing Fleet at Mouth of Fraser River*

Canadian Pacific Railway at Victoria, serving with that company until 1898, when he joined the Great Northern Railway Company. While with the Great Northern Railway he was steadily advanced, until in 1913 he was appointed Assistant General Freight and Passenger Agent. In 1918 he became manager of the Canadian Robert Dollar Co. Ltd., at Vancouver, and left that firm to join the staff of the Commissioners.

Numerous important visits were paid to the Port of Vancouver during 1924 by official representatives of Canada, Great Britain and New Zealand. In addition, there were visits by important trade representatives of British, United States and other foreign interests.

The Honourable W. L. Mackenzie King, Premier of Canada, was the guest of the City of Vancouver during the course of the summer, and a portion of his time in Vancouver was devoted to an exhaustive survey of the harbour, its facilities and shipping.

The Honourable Pierre Joseph Arthur Cardin, Minister of Marine and Fisheries, the Honourable Dr. J. H. King, Minister of Public Works, the Honourable Hal. McGivern, Minister without portfolio, and a large delegation of western members of the Dominion House of Parliament, were also included among those who surveyed the harbour, and its trade and equipment, in the interest of the development of Canadian trade and commerce.

During the summer the Empire Special Service Squadron, consisting of the great battleships H.M.S. Hood, H.M.S. Repulse and H.M.A.S. Adelaide, spent some days in the harbour on a tour of ports of the British Empire. Thousands of officers and men and tens of thousands of shore visitors were speedily and safely handled in comfort, and without annoyance, through provisions and utilities arranged or provided by the Commissioners.



*H. M. S. HOOD Entering First Narrows*

Many parties of representatives of important interests of the United States, Great Britain and the Antipodes, including trade, commerce and the press, were entertained during the year and given an opportunity to survey the harbour and its development.



## EXPORTATION OF WHEAT VIA THE PACIFIC PORTS OF CANADA

In view of the rapid increase in the volume of grain exported through the Port of Vancouver, and also of the large expenditure which has been made by the port in recent years to take care of this traffic, it has become a matter both of interest and importance to survey the possibilities for future expansion, or otherwise, in this movement.

There are many factors which come into play in the marketing of grain and the choice of routes, but the cost of transportation is undoubtedly the chief one, and it follows that the wheat-growing territory which is tributary to the various Pacific ports is largely a matter of transportation rates, rail and ocean, and fluctuates with such rates. In the United States this tributary territory is bounded on the east by the Rocky Mountains. The reason for this is the fact that the topography of the North American Continent is so ordained that, as one travels south, the Rocky Mountains and their attendant mountain ranges are continually pushing the prairie wheat fields further to the east, and away from the Pacific Coast.

As an example, the distance from the western edge of the prairie wheat fields to the Pacific Coast ranges from 700 miles, in the Peace River distant to 640 miles at Calgary, to 1,000 miles at Billings, Montana, to 1,250 miles at Cheyenne, Wyoming. This increasing distance means correspondingly high freight rates, and, in consequence, these central fields are tributary to the east and the Gulf of Mexico, rather than to the Pacific. The result of this situation is that practically the only export wheat in the United States which is tributary to the Pacific Coast is drawn from the States of Washington, Idaho and Oregon, to the west of the Rocky Mountains. The accompanying map shows this condition quite clearly.

In Canada there is a different situation. At present no exportable wheat is grown in British Columbia, and the prairie wheat fields to the east of the Rocky Mountains are the sole source of supply for export through Pacific ports. Until recently, all of the wheat grown in the three Canadian prairie provinces of Manitoba, Saskatchewan and Alberta has found its main, and almost its only, outlet through the twin ports of Fort William and Port Arthur. The prairie crop comprises practically the whole of the Canadian production, only some 25,000,000 bushels, more or less, being grown in Eastern Canada, with the result





that the exportable surplus is almost entirely drawn from these three provinces.

The opening of the Panama Canal, followed by the return of ocean freight rates to normal figures about 1920, has made a vast difference in the problem of exporting this surplus wheat. Rail rates remain fixed for long periods, but ocean rates and lake rates fluctuate continually, with the result that the combined rail and water rate from any given point to Europe fluctuates also. The wheat territory tributary to the Pacific Coast depends, of course, upon this combined rail and water rate. Owing to this continual fluctuation of water rates, no stable set of figures can be presented as a comparison of the cost of transporting Canadian wheat to Europe via the Pacific Coast and via the Atlantic Coast, but, generally speaking, under the present scale of freight rates, the result is that in the middle of summer, when both lake and ocean rates are low, territory tributary to the Pacific Coast is very limited, extending a comparatively short distance into the Province of Alberta. However, as autumn comes on, and the new crop commences to move, the eastern rate stiffens on both lake and ocean, with the result that the territory tributary to the Pacific Coast gradually increases until in the winter time, when the lake route is closed, the dividing line moves east at least to Saskatoon, a distance of 1,050 miles, and, under favorable conditions, further still.

There is under consideration at the present moment a proposal to revise the existing schedule of freight rates. If this proposal is acted upon, the revision will have a very marked effect towards increasing the grain-growing territory tributary to the Pacific Coast.

### FUTURE PROSPECTS

In 1923 Alberta produced 166,800,000 bushels of wheat from just under 6,000,000 acres, an average of 28 bushels to the acre; Saskatchewan produced 252,600,000 bushels of wheat from 12,800,000 acres, an average of 19.75 bushels to the acre; and Manitoba produced 32,800,000 bushels of wheat from 2,900,000 acres, an average of 11.25 bushels per acre. It is estimated by Dominion Government statisticians that there were, in 1923, 4,750,000 acres under wheat in Saskatchewan, west of a line drawn north and south through Saskatoon, which, at the average yield of 1923, would have produced some 93,000,000 bushels of wheat. So that in 1923, the autumn territory tributary to the Pacific Coast produced 166,000,000 bushels, and the winter territory 259,000,000 bushels. It must be remembered, however, that 1923 was a bumper crop, and also that a considerable portion of the Western Saskatchewan and Eastern Alberta crop may be expected to move out by the eastern route before navigation closes on the Lakes.

In view of the effect it may have on the future of grain exports via Pacific ports, it is interesting to note the western trend of wheat in the three prairie provinces, as follows:

In the five-year period, 1911-1915, average acreage under wheat in the three western provinces was as follows:

Manitoba .....	2,830,000 acres
Saskatchewan .....	6,617,000 "
Alberta .....	1,650,000 "

In the next five-year period, 1916-1920, the average figures were:

Manitoba .....	2,748,000 acres
(A slight decrease)	

Saskatchewan .....	9,748,000 "
(A considerable increase, about 50 per cent.)	

Alberta .....	3,550,000 "
(An increase of about 120 per cent.)	

In the three-year period, from 1921 to 1923, the figures show Manitoba wheat acreage as practically stationary, 2,915,915 acres, whereas Saskatchewan rose 30 per cent. to 12,791,000 acres, and Alberta rose 62 per cent. to 5,958,361 acres.

Or, taking the entire thirteen-year period, Manitoba has remained practically stationary as regards acreage under wheat, Saskatchewan has doubled, and Alberta has three and one-half times the average, and Alberta is now producing on an average a considerably greater wheat crop than Manitoba, thus reversing the position of the five-year period, 1911-1915.

As an indication of the extent to which this movement of wheat production to the Far West may continue, the Natural Resources Intelligence Branch of the Department of Interior estimated the area of arable land still unoccupied in 1923 as follows:

ALBERTA—Alienated lands .....	11,000,000 acres
Dominion lands .....	10,000,000 "
	21,000,000 "
SASKATCHEWAN—Alienated lands .....	12,500,000 acres
Dominion lands .....	3,000,000 "
	15,500,000 "
MANITOBA—Alienated lands .....	4,500,000 acres
Dominion lands .....	1,750,000 "
	6,250,000 "



Saskatchewan is divided as follows:

WEST OF SASKATOON—		Alienated lands	5,000,000 acres
		Dominion lands	2,000,000 “
			7,000,000 “
EAST OF SASKATOON—		Alienated lands	7,500,000 acres
		Dominion lands	1,000,000 “
			8,500,000 “

It must be understood that this is only a rough estimate, and that it is very difficult to give figures regarding arable land that cannot be controverted, as the northern limit of agriculture is being gradually pushed northward, due to removal of forests, cultivation of soil and, more especially, to acclimatization of seed grain.

The Department of Agriculture, Victoria, B. C., is authority for the statement that in British Columbia the total arable land is estimated at a little over 22,000,000 acres, of which some 8,000,000 or 9,000,000 acres, in the central portion of the province, are considered suitable for the production of wheat of export quality.

Finally, it is a remarkable fact that the actual area under wheat in Canada, in 1923, was 10,795,000 acres west of a line drawn north and south through Saskatoon, including 45,000 acres in British Columbia, and 11,877,000 acres east of such a line, including Ontario, Quebec and Maritime Provinces. From the foregoing it will be seen that whilst Saskatoon may be beyond the reach of the Pacific Coast under ordinary conditions, yet under certain conditions it does become tributary, and, in any case, the great wheat fields are steadily marching towards the Pacific.

The above figures are sufficiently accurate to demonstrate that there is under present conditions an area either now growing, or capable of growing, wheat of export quality of some 47,000,000 acres which is tributary wholly or partly to the Pacific Coast. The potentialities revealed by these figures will be better understood when it is recalled that the entire wheat crop of the United States in 1923 was grown on some 58,000,000 acres, and that of Canada on some 22,500,000 acres.

It is always a dangerous business to undertake the role of prophet, and, therefore, instead of hazarding a guess as to when the potentialities contained in these now largely vacant lands may be transformed into the reality of an export trade through Pacific ports, attention is drawn to an article in *Agricultural and Industrial Progress* for October, 1923, written by one Mr. C. P. McLennan, of London,



England. Mr. McLennan draws attention to the fact that it was estimated in 1904 (production approximately 75,000,000 bushels) that Canada could produce annually 200,000,000 bushels of wheat within ten years. In 1911—seven years after the estimate—Canada actually produced nearly 300,000,000 bushels.

Mr. McLennan also states:

“In an estimate published by one English statistician in a London paper, in 1920, Canada’s ultimate maximum wheat crop was placed at a thousand million bushels. It was also suggested that half a century or more would elapse before that figure could be reached. It is, of course, somewhat difficult to make an accurate forecast of the probable production of wheat in Canada in the future, but if it is estimated that 75 per cent. of the available wheat land will be under crop in 30 years, this would give an enormous production, in the vicinity of about 2,000,000,000 bushels, and the quality of Northern wheat will always create a demand in all markets of the world.

“The statement has also been repeatedly made that owing to the rapid growth of the United States that country will ultimately absorb the greater part of Canada’s wheat. It certainly seems probable that the United States will cease to be an exporter of wheat before very long. But with Canada’s rapidly increasing production, there would also seem to be little chance of the American market absorbing all of the former’s exportable surplus, so that Canada will always be an important, if not the principal, factor in the European market.”

Whether or not the production mentioned by Mr. McLennan will ever be realised is a matter which only the future can demonstrate. But whatever the future exports of Canadian wheat may amount to, and whatever their rate of increase may be, the figures quoted above clearly demonstrate that the Pacific Coast is bound to participate in that export trade to a very large extent.



*No. 2 Elevator and Ballantyne Pier*



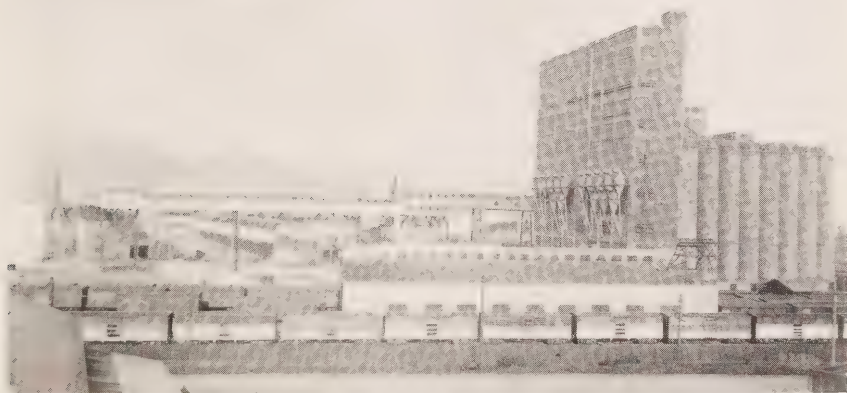
## ELEVATORS DEPARTMENT

The year just ended has witnessed an unusually large volume of grain pass through the Port of Vancouver. The total number of bushels handled through the Commissioners' elevators in 1923 was, in round figures, 24,000,000 bushels, whilst in 1924 those figures amounted to 55,000,000 bushels. These speak for themselves and show conclusively that the Port of Vancouver is to be a big factor in the future grain trade of the Dominion.

To keep abreast of the times, the Commissioners have added two units to the elevator capacity of the port, one of 1,625,000 bushels and one of 650,000 bushels; the Vancouver Terminal Grain Co. Ltd. constructed an elevator of 2,000,000 bushels, and the Columbia Elevator Company a small transfer elevator with a capacity of approximately 100,000 bushels. The combined storage now available in the port is 6,425,000 bushels, with unloading facilities of 600 cars of grain daily.

The establishment of a hospital elevator in this port, to take care of the off-grades of wheat, would be a step in the right direction, as a large percentage of the crop is more or less damaged through smut and wet weather, and the largest portion of this finds its way east. With the necessary facilities here to take care of this class of grain, it would be possible to cater to this business.

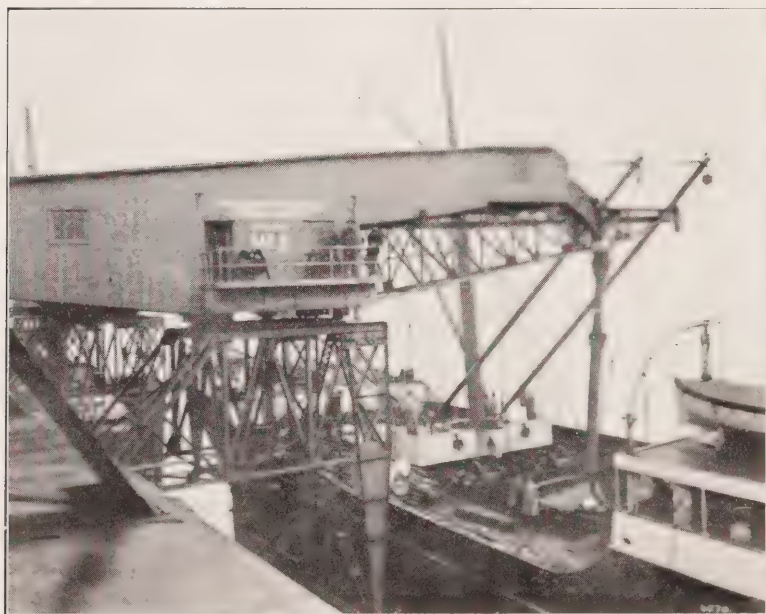
A word as to the elevators. No. 1 Elevator has been thoroughly overhauled and has performed good work during the past year. The



*No. 2 Elevator and Ballantyne Pier Looking North*

previous day's-shipping record has been eclipsed by the performance of loading 551,168 bushels in one day; the unloading record of 223 cars still stands, but it, too, would have been beaten had there been sufficient space in the workhouse to take care of the grain carrying a dockage. The dust-collecting system has been made efficient, and this tends to reduce the fire hazard considerably. No. 1 Jetty, which will provide three more shipping berths, is under construction, and with this addition the shipping facilities should be sufficient to cope with any situation arising. The drying plant has been completely overhauled and has taken care of a considerable quantity of tough and damp grain; the sacking trade to the Orient has fallen off considerably, due to the adoption of bulk handling on the other side of the Pacific Ocean.

No. 2 Elevator was put in commission on the 22nd day of November last. It has made a creditable showing, and lives up to the expectations of the designing engineer in respect to unloading and shipping. A particularly commendable feature of the shipping facilities of this plant are the Colby cranes, which enable the elevator to load grain simultaneously with the loading or discharging of package freight, and have also the added advantage of speeding up the loading. This



*Colby Cranes Loading Grain, Ballantyne Pier*

elevator has made remarkably good time in both unloading and shipping—93 cars have been unloaded in 7 hours, with only 9 of the 12 hoppers in operation, and 272,000 bushels have been put aboard a ship in 11 hours. The elevator is equipped with the latest machinery throughout, and construction was followed along lines for the purpose of lessening the danger of dust explosions.

Several minor changes were made in the elevator charges for handling grain, among these being the abolition of the penalty charge for allowing grain to lie in store over 60 days, and the extension of 15 days' grace to the period screenings can be held in store before they are available for sale by public tender.

The office work has been well taken care of; at no time have the manifests been held up which would in any way delay the collection of the elevator charges.

### ELECTRICAL SUB-STATION

The general arrangement of the sub-station equipment provides for the supply and installation of suitable apparatus for the purpose of receiving electric power from the power company's overhead lines, metering and distributing to the existing sub-station in Ballantyne Pier, sub-station in future Cold Storage, No. 2 Grain Elevator, Track Shed, Galleries over Ballantyne Pier, No. 2 Jetty and future Storage House. This provides means whereby the Commissioners can purchase, through one meter, all power required for the above-mentioned projects.

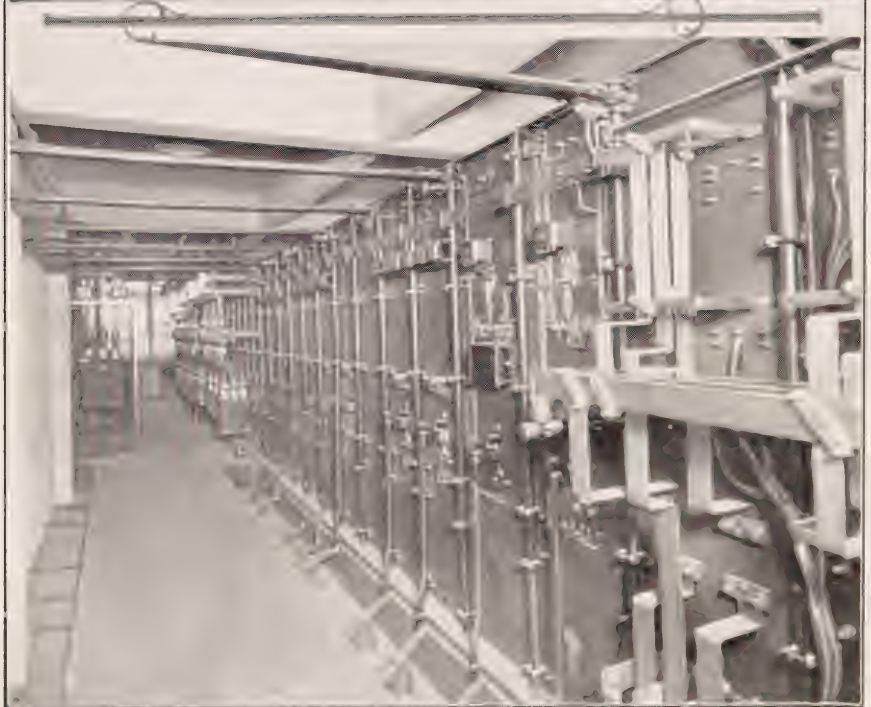
The ultimate capacity of this sub-station is as follows:

- 3 1,200 K.V.A. 40° C., single phase, 12,000/575 volt, 60 cycle, power transformers;
- 3 1,000 K.V.A. 40° C., single phase, 12,000/2,200 volt, 60 cycle, power transformers.
- 1 150 K.V.A. 55° C., single phase, 12,000/110/220 volt, 60 cycle, lighting transformer.

At the present time there have been only two power transformers supplied for each bank, which are operated in open delta, provisions only being made for the other transformers which may be installed when required. A spare lighting transformer has also been supplied.

Power is received from the local power company's lines at a tower located on the south-east corner of the Track Shed. On this tower is mounted a duplicate set of remote control, mechanically operated, high-





*Largest Switchboard ever Manufactured in Vancouver. Controls all High and Low Tension Current in Main Sub-station for Ballantyne Pier, No. 2 Grain Elevator, Track Shed and proposed Cold Storage and Grain Jetty*

tension disconnect switches, with choke coils, lightning arresters and fuses, and connected to the sub-station with duplicate underground, 15,000-volt cables.

All 15,000-volt and 2,200-volt switch gear, instruments, bus bars, etc., have been installed in the transformer room in the latest and most approved manner, every care having been taken to safeguard the operators.

Power factor corrective equipment, consisting of four 300 K.V.A., 575-volt static condensers, with their individual control panels, have also been installed in the transformer room.

The switchboard—front and rear views of which are shown on the opposite page—is a product of a local manufacturer, and is the largest switchboard ever manufactured in British Columbia, and it contains the latest and most modern type of instruments, switches, etc., available.

This switchboard contains twenty-seven panels and is divided into four sections, two panels 110/220-volt lighting, five panels 12,000-volt incoming line and feeders, seven panels main line 2,200-volt bus and feeders, thirteen panels 575-volt feeders. As shown in the photograph, all 12,000-volt and 2,200-volt oil switches have been mounted in the transformer room, and are remote control, manually operated from the switchboard.

All cables to and from the switchboard, except those to the galleries, are lead covered and have been run underground in conduits.

## ENGINEERING DEPARTMENT

### NO. 2 ELEVATOR

No. 2 Elevator, which was commenced in September, 1923, was fully completed and put into operation in November, 1924. This elevator consists of a storage of 1,625,000 bushels, fast operating, receiving and shipping houses, while a car unloading shed stands at some distance from the receiving house, being situated on the south tracks of the Ballantyne Pier Storage Yard. Grain from the car unloading shed is carried to receiving house by a system of tunnels passing under the yard tracks.

Conveyor galleries were constructed forward, on both sides of the Ballantyne Pier. These galleries house conveyor belts which have a total capacity of 70,000 bushels per hour. Grain is handled from conveyor gallery belt to ship by a cross belt operating in gallery of the

travelling combination Colby cranes. The various classes of equipment connecting with the loading-out feature to ships have been tested out, and operate well over capacity.

The entire elevator works, with its various subsidiary construction and equipment, is built of concrete and steel, fire-proof construction being used throughout.

#### NO. 1 GRAIN JETTY, SALSBURY DRIVE

The No. 1 Grain Jetty, which consists of concrete foundation, concrete cribs and concrete cylinders, was completed during the year, with the exception of a portion of the conveyor gallery system. The purpose of this jetty is to enable grain from the Commissioners' No. 1 Elevator, and from the Vancouver Terminal Grain Company's Elevator, to be handled expeditiously as full cargoes of bulk grain. Two berths have been completed at the outer end of the jetty, while dredging for the inner west berth is under way.

#### NO. 3 ELEVATOR

A contract was let in July for increasing the capacity of the No. 3 Elevator by adding a concrete storage of 500,000 bushels, inshore from the workhouse. This work has been proceeded with since that time, although, due to certain unforeseen causes, a number of delays have occurred, so that this storage will not be completed until July, 1925. Contract for conveyor gallery on the forward portion of the No. 3 Jetty was also let at the same time. This work is well advanced and should be in operation before the end of the present grain season.

#### TERMINAL RAILWAY

Additional spur tracks were constructed during the year to serve private industries on Granville Island. Ballantyne Pier storage tracks were completed, and spur tracks were constructed into the Vancouver Terminal Grain Company's Elevator, and forward on the No. 1 Grain Jetty. A certain amount of additional work, such as grading, filling and ballasting was carried on during the year by the Commissioners' maintenance crews.

#### SACKING CONVEYOR, NO. 2 SHED, LAPOINTE PIER

A sacking conveyor was installed early in the year, connecting the sacking plant of the No. 1 Elevator with the No. 2 Shed, Lapointe



*East Side Ballantyne Pier, Showing Crane Facilities and Grain-conveyor System*





Pier. This conveyor was extended along the entire length of the No. 2 Shed, and now makes it possible to handle sacked grain to the No. 2 Shed economically.

#### WATERFRONT ROADS AT BURRARD INLET AND GRANVILLE ISLAND

These were kept in good repair during the year, with the exception of those sections which were thought to be too soft for paving earlier in the year, and over which traffic has been cared for temporarily by plank roadways, and these will be replaced by concrete pavement in the spring of 1925. A large section of concrete pavement was laid up to and around the buildings of the No. 1 Elevator.

The pavement laid on Granville Island two years ago is standing up in very good condition under the heavy traffic of this industrial area. This is particularly true of the plain concrete slab, which was used to the greatest extent.

#### HYDROGRAPHIC SURVEY

During the year a further portion of the High-water Mark Survey was proceeded with, and considerable soundings at wharves and piers were taken. The general harbour map has been brought up to date by adding this information.

#### PLANS, ETC.

A number of plans and studies were made of proposed improvements, notably plans covering the No. 2 Grain Jetty, Lumber Assembly Wharf, Fisherman's Wharf and Cold Storage, and General Cold Storage Plant.

#### GENERAL

During the year 1924 a number of very important improvements were made and new works undertaken other than those of the Vancouver Harbour Commissioners, but coming under their jurisdiction. Foremost amongst these improvements stands out the First Narrows dredging. We now enjoy a channel through the First Narrows having a minimum depth of 36 ft. at low tide, and a minimum width of 1,200 ft. This change, in two years, must be compared to a channel 31 ft. at low water by 900 ft. in width. This dredging has resulted in a reduction in current of at least  $1\frac{1}{2}$  knots per hour.

The Second Narrows bridge undertaking was considerably advanced during the year, with the result that the piers and approach work are now complete. The intention of the Public Works Department of Canada to widen the Second Narrows channel some 300 ft., by dredging, will more than offset the inconvenience to navigation imposed by the bridge. It is hoped that the railroad traffic will be able to move to the north shore by next autumn.



Pier B-C of the Canadian Pacific Railway has been considerably advanced during the year. This company finally decided to construct a large, modern concrete structure, 350 ft. wide by 1,100 ft. long.

The Vancouver Terminal Grain Co. Ltd., a subsidiary to a large British flour milling organization, constructed during the year a very fine modern concrete elevator at the foot of Salisbury Drive. This house has a capacity of two million bushels, and will add very materially to the grain handling capacity of the port.

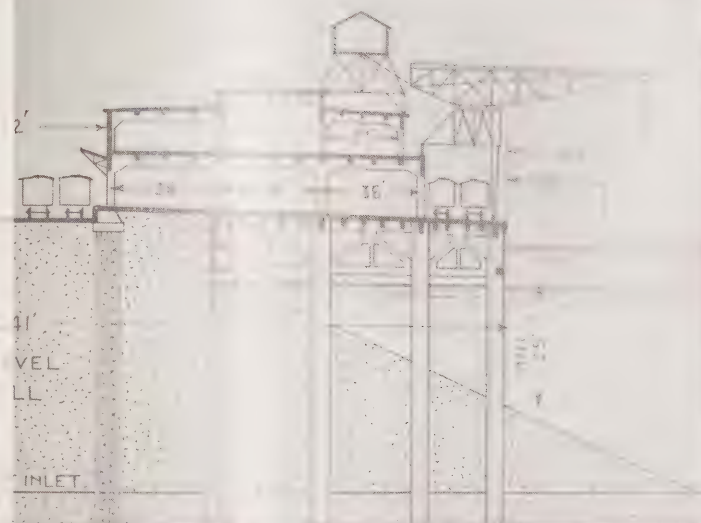
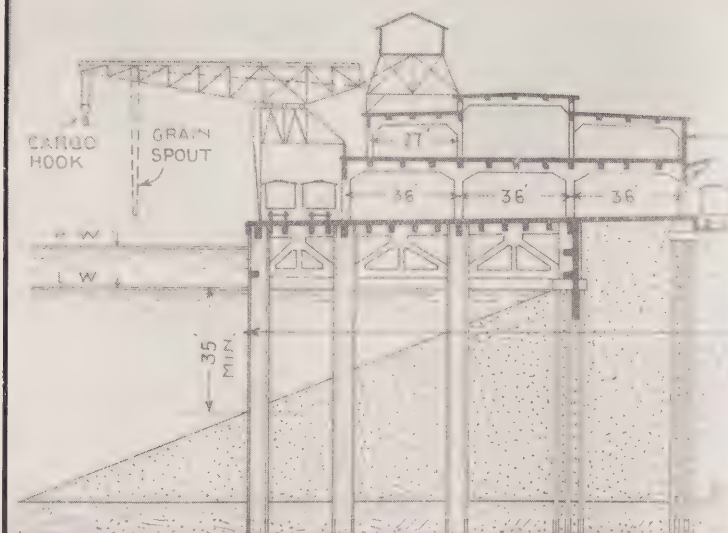
Robin Hood Mills Ltd., of Vancouver, have constructed a 1,000 ft. assembly wharf, with attendant shed capacity. This facility, while primarily for the purpose of handling flour and the various products of flour mill companies, will also be capable of handling lumber and general merchandise.

The Columbia Grain Elevator Company has established a small elevator. This elevator is now working, and is being operated under the Grain Commission as a private house.

Considerable progress has been made during the year on the floating drydock and plant operated by the Burrard Dry Dock Co. Ltd. This addition to the port's facilities will be completed by next midsummer.

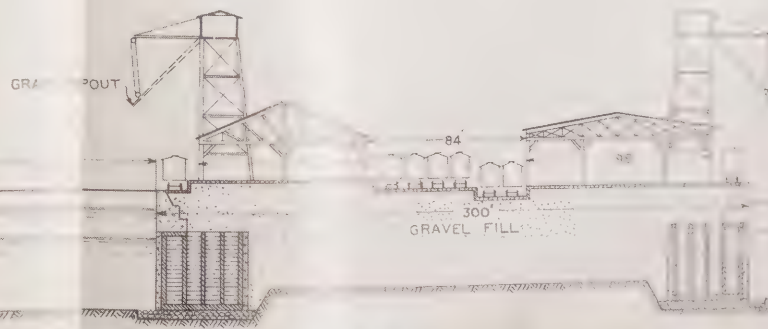
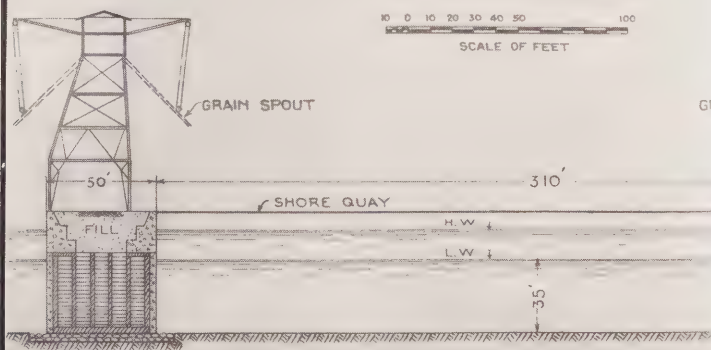
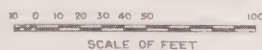


*Cargo Shed, Ballantyne Pier*



## CROSS-SECTION THROUGH BALLANTYNE PIER

NOTE -  
BOTH SECTIONS ARE LOOKING SOUTH



NO 1 GRAIN JETTY -

CROSS-SECTION

-LAPOINTE PIER



## PIERS AND TRAFFIC DEPARTMENT

Attention is drawn to the fact that the Ballantyne and Lapointe piers berthed 497 deep-sea vessels during the year, and that there was nearly a perfect balance of deep-sea freights, inward and outward, over the Ballantyne Pier. A proportion of the lumber moving out of the harbour was handled by these piers, and the grain movement, it will be noted, was especially satisfactory.

## BALLANTYNE PIER

## VESSELS BERTHED—

Deep Sea Vessels .....	238
Coastal Vessels .....	227
<b>Total</b> .....	<b>465</b>

## GENERAL CARGO HANDLED ON DOCK—

Deep Sea Inwards .....	71,933	tons
Coastal .....	20,871	"
Outwards Deep Sea .....	96,921	"
<b>Total</b> .....	<b>189,725</b>	<b>"</b>
Overside .....	20,755	"
Lumber ex Dock .....	14,250,493	ft. B.M.
Lumber Overside .....	68,910,637	" "
<b>Total</b> .....	<b>83,161,130</b>	<b>" "</b>
Logs Overside .....	64,044,207	" "
Shingles Overside—260,000 bdl., or .....	5,600	tons
Bulk Wheat ex Elevator .....	888,144	bushels

## LAPOINTE PIER

## VESSELS BERTHED—

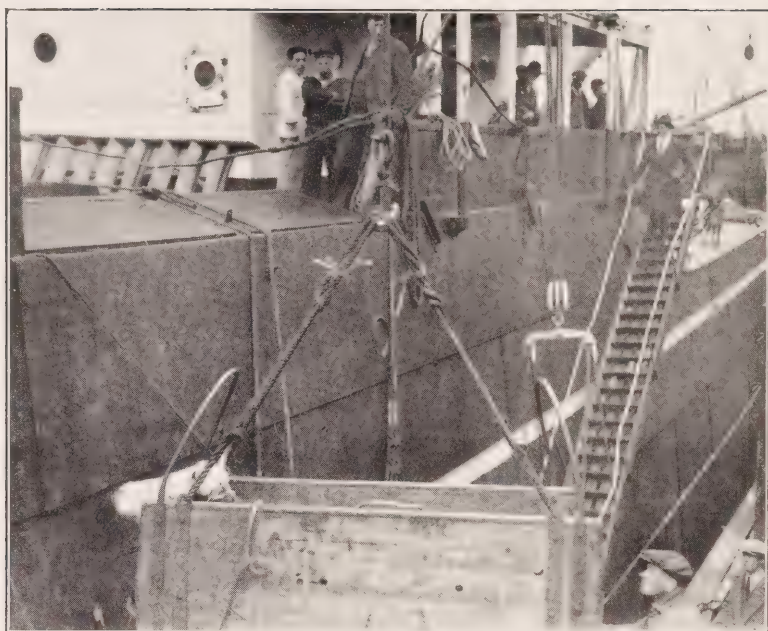
Deep Sea Vessels .....	259
Coastal Vessels .....	17
<b>Total</b> .....	<b>276</b>

## GENERAL CARGO HANDLED ON DOCK .....

Overside .....	57,058	tons
	4,271	"
<b>Total</b> .....	<b>61,329</b>	<b>"</b>

Lumber ex Dock .....	785,334	ft. B.M.
Lumber Overside .....	8,457,126	" "

<b>Total</b> .....	<b>9,242,460</b>	<b>" "</b>
Logs Overside .....	2,805,253	" "
Bulk Wheat ex Elevator .....	50,410,449	bushels



*Shipping Cattle to the Orient*

### TERMINAL FACILITIES, BURRARD INLET

TOTAL LINEAL FEET OF BERTHAGE .....	21,000 ft.
Under Construction No. 1 Jetty (V. H. C.) .....	1,500 "
Under Construction Pier B-C (C. P. R.) .....	2,700 "
Total .....	25,200 "

TOTAL APPROXIMATE NET CAPACITY OF SHEDS IN TONS .....	131,000 tons
Under Construction Pier B-C (C. P. R.) .....	16,000 "
Total .....	147,000 "

*Note.*—A measured ton equals 40 cubic feet. Capacity in tons equals two-thirds of area piled 6 feet high.

TOTAL BERTHAGE—	
Sea-going Vessels .....	33
Under Construction Pier B-C (C. P. R.) .....	4
Total .....	37

*Note.*—Out of above total, 13 berths are available for ships taking grain.

TERMINAL FACILITIES, BURRARD INLET—(*Continued*)

MOORING BUOYS (V. H. C.) ..... 3

## TOTAL TRACKAGE ON PIER AND YARDS—

Ballantyne Pier	}		
Lapointe Pier			
No. 1 Grain Jetty			
No. 3 Elevator Wharf			6.36 miles
V. H. C. Terminal Railway			.75 "
			7.11 "
C. P. R. Piers and Yards			18.04 "
Miscellaneous Sidings			2.10 "
			27.25 "
Total			

## DRYDOCK: Burrard Dry Dock Co. Ltd., North Vancouver—

Length	556 ft. 6 in.
Breadth	98 ft. 0 in.
D.W. Capacity	15,000 tons

## GRAIN ELEVATOR (V.H.C.) STORAGE CAPACITY—

No. 1 Elevator	1,250,000 bushels
No. 1 " Annex	800,000 "
No. 2 "	1,625,000 "
No. 3 "	650,000 "
Total	4,325,000 "
Vancouver Terminal Grain Co. Ltd.	2,000,000 "
Columbia Grain Co. Ltd.	100,000 "
Total	6,425,000 "



## STATISTICS

The Annual Statistics on Shipping and Water-borne Trade for the Port of Vancouver, for the year 1924, are as follows:

Local Coastwise Shipping record shows a considerable decrease (7 per cent.) in the number of vessels entering the port as compared with 1923, and the net tonnage decreased  $1\frac{1}{2}$  per cent.

Local Coastwise Imports, however, show a marked increase.

General Cargo shows a growth of 260,534 tons, or nearly 27 per cent. more than the preceding year, but the inward movement of logs and lumber shows a decrease of 148,258,232 board feet, or approximately 15 per cent.

Local Coastwise Exports show a falling off of 71,112 tons of general cargo, or 18 per cent., but the outward movement of logs and lumber increased 63,418,120 board feet over 1923.



*Log Raft Entering First Narrows*

# VANCOUVER HARBOUR COMMISSIONERS - VANCOUVER, B.C.

## Statement of Income and Expenditure

FOR THE YEAR ENDED 31ST DECEMBER, 1924

### INCOME ON REVENUE ACCOUNT

GRAIN ELEVATOR SYSTEM	\$819,948.31
LEVEE DEPARTMENT	
Piers	\$376,171.10
Terminal Railway	145,596.31
	<hr/>
GRANVILLE ISLAND—Rentals	521,767.11
HARBOR DUES, ETC.	35,632.35
CARGO RATES	110,019.92
RENTALS OF WATER LOTS	361,580.30
MISCELLANEOUS	18,535.80
	<hr/>
TOTAL INCOME ON REVENUE ACCOUNT	\$1,870,214.45

### RECEIPTS ON CAPITAL ACCOUNT

DOMINION GOVERNMENT ADVANCES on loan, for which Debentures issued to the Government of the Dominion of Canada, under "The Vancouver Harbour Advances Act," 1923	\$3,005,000.00
GRAND TOTAL RECEIPTS, Year 1924	\$4,875,214.45
BALANCE AT 31ST DECEMBER, 1923—	
OUTSTANDING ACCOUNTS, ETC.	\$ 746,118.83
BANK LOANS, ETC.	1,276,716.08
INTEREST ACCRUED ON DEBENTURES to 31st December, 1924	264,318.89
SINKING FUND RESERVE at 31st December, 1923	\$168,027.91
— ADD —	
RESERVE FROM REVENUE, Year 1924	226,054.58
ACCUMULATED INTEREST FROM Investments	13,127.92
	<hr/>
TOTAL SINKING FUND END 1924	408,110.11
TOTAL OUTSTANDING AT 31ST DECEMBER, 1924	\$2,095,264.21
TOTAL OUTSTANDING AT 31ST DECEMBER, 1923	1,887,687.92
	<hr/>
BALANCE OF OUTSTANDING TO ADD	807,676.29

### EXPENDITURE ON REVENUE ACCOUNT

GRAIN ELEVATOR SYSTEM—Operation and Maintenance	\$756,255.14
TRAFFIC DEPARTMENT—Operation and Maintenance	
Piers	\$163,002.57
Terminal Railway	121,366.50
	<hr/>
GRANVILLE ISLAND—Operation and Maintenance	286,029.03
	<hr/>
MISCELLANEOUS EXPENSES, including administration, engineering and Harbour expense	121,137.07
RESERVE FOR DEPRECIATIONS AND RENEWALS	69,610.00
DEPRECIATIONS WRITTEN OFF miscellaneous and movable equipment	7,132.77

The above do not include interest, sinking fund, or depreciations, except on miscellaneous and movable equipment

MISCELLANEOUS EXPENSES, including administration, engineering and Harbour expense

TOTAL OPERATION, MAINTENANCE, ETC.	\$1,031,208.16
INTEREST ON DEBENTURES, not chargeable to construction, for year 1924	\$462,777.50
SINKING FUND RESERVE—Appropriations for year 1924, to be used in redeeming Debentures at maturity, also covering Lapointe Pier and Terminal Railway	226,054.58
INTEREST ON BANK LOANS, ETC., for year 1924	37,732.42
	<hr/>
TOTAL EXPENDITURE ON REVENUE ACCOUNT	\$1,717,192.56

### EXPENDITURE ON CAPITAL ACCOUNT

BALLANTYNE PIER—Completion of construction work and equipment	\$ 550,28.19
GRAIN ELEVATOR SYSTEM—Construction work, equipment, land, etc., Elevators No. 1, No. 1 Addition, No. 2 and No. 3	1,717,467.11
GRAIN JETTIES—Construction work, land, etc.	677,256.75
GRAIN CONVEYOR GALLERIES—Construction work	512,563.63
REAL ESTATE—	
Site for No. 2 Grain Jetty and proposed fishermen's wharf, etc.	\$275,302.00
Site leased to Vancouver Terminal Grain Company Ltd.	160,000.00
	<hr/>
TERMINAL RAILWAY—Construction work, right-of-way, storage yard and land for same	198,007.77
TRAFFIC DEPARTMENT—operating plant and equipment	28,354.38
MARSHALLING EQUIPMENT	\$24,240.85
MOORING BUOYS, BOOMING GROUNDS AND FLOTS	13,889.83
SIGNAL STATION	324.06
	<hr/>
LESS—Depreciation written off and included in Expenditure on Revenue	7,132.77
	<hr/>
TOTAL EXPENDITURE ON CAPITAL ACCOUNT	\$4,181,136.05

GRAND TOTAL EXPENDITURE, Year 1924	\$5,922,328.61
BALANCE AT 31ST DECEMBER, 1924—	
OUTSTANDING ACCOUNTS, RENTALS, ETC.	\$215,145.01
MATERIALS IN STOCK	41,025.89
SINKING FUND—	
Portion of reserve set aside in Investments	\$274,500.00
BANK	2,545.96
	<hr/>
CASH	277,015.79
	<hr/>
TOTAL BALANCE 31ST DECEMBER, 1924	\$5,647,126.12
TOTAL BALANCE 31ST DECEMBER, 1923	775,650.99
	<hr/>
DIFFERENCE IN BALANCE TO DEBIT	2,095,264.21

\$5,647,126.12

Certified:  
C. L. WHITE,  
Comptroller.

Certified:  
W. D. HARVEY,  
Secretary.

Vancouver, B. C., 10th March, 1925

Verified:  
WILSON & WILSON,  
Chartered Accountants,  
Auditors.



The number of foreign coastwise vessels entering the port decreased by 67, or 10 per cent. less than in 1923, but the net tonnage shows an increase of 74,801 tons, nearly 15 per cent. Foreign coastwise imports show a marked increase—64,740 tons of general cargo, and nearly 6,000,000 board feet of logs. The increase in general cargo consists mostly of crude and fuel oils, which commodities have a decrease in the deep-sea classification. Foreign coastwise exports show a decrease of 7,281 tons (principally foodstuffs) of general cargo, and a decrease of about 22 per cent. in logs and lumber.

The number of deep sea arrivals increased from 573 to 720 ships for the year (an increase of over 25 per cent.), and the net tonnage increased 553,482 tons (about 12 per cent.). A decrease of 33,889 tons in deep sea general cargo (crude and fuel oils principally) imported is more than compensated for by the increase of the same commodity in the foreign coastwise classification. Deep sea exports increased by 924,485 tons of general cargo (nearly 85 per cent.), while the deep sea export of logs and lumber increased 74,515,230 board feet, or over 24 per cent. While the grain export trade, which shows an increase over the preceding year of 28,577,499 bushels, is responsible for a very large part of the gain in export tonnage, very considerable increases were made in other commodities. Salt and dried fish shipments, which amounted to 24,370 tons in 1923, grew in volume to 40,160 tons in 1924. Canned salmon exports grew from 24,370 tons to 62,555 tons during the same period. The export of flour increased from 83,191 tons to 94,921 tons, and zinc and lead from 44,920 tons to 65,988 tons.

The total trade of the port inward and outward was increased by 1,142,506 tons, or more than one-third greater than that of 1923.

A considerable export trade in apples has developed, about 150,000 boxes having been shipped during the year, the United Kingdom, Australia and the Orient being the principal customers.

The appended tables show both shipping and trade reports by months under their various classifications, and the figures for the corresponding periods of 1923. Those showing the imports and exports by countries are particularly interesting.

## COMPARATIVE RECORD OF SHIPPING, 1923 AND 1924

## LOCAL COASTWISE

(This includes all vessels trading in British Columbia waters only)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1923	1924	1923	1924	1923	1924
January	1,232	1,280	611,839	640,135	401,279	405,085
February	1,142	1,187	567,302	603,781	351,197	425,185
March	1,578	1,443	745,840	661,452	483,123	416,714
April	1,507	1,420	702,108	693,481	452,745	432,693
May	1,647	1,554	758,775	792,275	491,847	498,448
June	1,718	1,486	764,666	791,105	474,740	487,771
July	1,665	1,526	858,336	900,072	535,722	535,924
August	1,809	1,622	889,825	896,790	525,437	520,508
September	1,704	1,537	852,527	778,372	520,342	470,865
October	1,715	1,529	757,279	746,532	478,624	470,719
November	1,364	1,317	654,139	648,126	414,252	403,726
December	1,255	1,156	652,459	485,102	408,953	385,355
Total	18,336	17,057	8,815,095	8,637,223	5,538,261	5,452,993
	Net Decrease—1,279		Net Decrease—177,872		Net Decrease—85,268	

## FOREIGN COASTWISE

(This includes all vessels loading to Pacific Coast (U.S.A.) Ports)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1923	1924	1923	1924	1923	1924
January	47	52	53,668	77,147	33,798	49,983
February	55	51	46,593	76,210	29,241	48,523
March	64	41	71,214	69,133	44,970	43,470
April	48	58	51,353	84,435	33,493	52,019
May	74	54	72,695	69,915	45,971	42,716
June	77	53	77,508	80,380	48,284	48,618
July	60	54	72,129	93,353	45,942	56,339
August	47	47	63,501	74,368	39,738	44,632
September	57	54	73,890	81,321	46,532	48,091
October	39	57	75,090	84,787	47,521	53,210
November	78	55	71,941	72,693	47,693	45,557
December	53	56	70,907	79,991	45,153	49,979
Total	699	632	803,489	913,733	508,336	583,137
	Net Decrease—67		Net Increase—140,244		Net Increase—74,801	



## DEEP SEA

(This comprises all vessels trading to Offshore Ports)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1923	1924	1923	1924	1923	1924
January	44	92	302,403	560,210	189,903	353,079
February	40	81	285,932	487,863	177,553	304,127
March	45	66	290,351	429,341	183,473	265,212
April	48	56	306,923	352,299	191,417	219,145
May	41	57	271,768	400,685	165,240	246,459
June	42	52	273,180	327,882	170,127	206,556
July	49	45	354,392	317,983	218,631	194,081
August	43	48	286,417	310,559	177,095	194,418
September	53	50	331,207	361,115	206,352	223,777
October	47	62	320,611	405,733	201,286	256,413
November	55	59	340,999	397,300	215,624	249,172
December	66	52	454,192	357,383	283,984	221,728
Total	573	720	3,818,405	4,708,353	2,380,685	2,934,167
Net Increase	147	147	Net Increase—889,948		Net Increase—553,482	

## OCEAN-GOING

(This includes Deep Sea and that portion of Foreign Coastwise passing outside Cape Flattery.)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1923	1924	1923	1924	1923	1924
January	64	118	349,263	629,568	219,110	397,142
February	61	102	309,208	554,914	197,926	346,427
March	72	86	350,894	491,210	221,130	303,009
April	65	83	353,151	428,816	219,344	265,319
May	68	76	331,983	461,548	201,907	282,380
June	73	79	341,475	400,893	211,485	249,786
July .....	72	69	416,760	402,662	257,633	244,014
August	64	68	342,775	377,151	211,735	233,516
September	74	73	394,368	433,014	245,245	265,560
October	70	91	390,953	479,486	245,094	302,042
November	76	84	397,770	457,098	251,822	286,545
December	86	80	515,386	367,759	322,452	228,615
Total	845	1,009	4,493,986	5,484,119	2,804,883	3,404,355
	Net Increase—164		Net Increase—990,133		Net Increase—599,472	

## TOTAL SHIPPING ALL CLASSES

	No. of Ships		Gross Tonnage		Net Tonnage	
	1923	1924	1923	1924	1923	1924
January	1,323	1,424	967,919	1,277,492	624,980	808,147
February	1,237	1,319	899,827	1,167,854	557,991	777,835
March	1,687	1,550	1,107,405	1,159,926	711,836	725,396
April	1,603	1,534	1,063,384	1,130,215	677,655	703,857
May	1,762	1,665	1,103,238	1,262,875	703,058	787,623
June	1,837	1,591	1,115,354	1,199,367	693,151	742,945
July	1,774	1,625	1,284,857	1,311,408	800,295	786,344
August	1,899	1,717	1,239,773	1,281,717	742,270	759,558
September	1,814	1,641	1,257,624	1,220,808	773,226	742,733
October	1,801	1,648	1,152,980	1,237,052	727,431	780,342
November	1,497	1,431	1,067,079	1,118,119	677,569	698,455
December	1,374	1,264	1,177,558	922,476	738,090	657,062
Total	19,608	18,409	13,436,989	14,289,309	8,427,282	8,980,297
	Net Decrease -1,199		Net Increase +852,320		Net Increase—543,015	

CONDENSED SUMMARY OF IMPORTS AND EXPORTS FOR TWELVE MONTHS ENDED  
DECEMBER 31, 1924, SHOWING COMPARISON WITH 1923

	LOCAL COASTWISE IMPORTS				
	General Cargo		Logs and Lumber		Value
	Tons	Board Feet	Tons	Board Feet	
	1923	1924	1923	1924	1924
January	78,931	84,475	76,584,519	85,192,643	\$3,481,591
February	61,797	67,157	72,910,519	77,558,530	3,418,927
March	90,308	94,628	72,954,069	77,931,320	2,913,122
April	68,958	69,578	85,305,594	41,193,353	2,661,656
May	78,053	76,788	99,983,956	72,973,167	3,311,587
June	85,479	89,498	97,986,687	96,769,892	3,343,775
July	63,306	114,228	106,275,093	78,171,700	3,383,984
August	89,308	132,843	80,916,065	72,329,729	2,764,634
September	91,707	114,795	85,336,780	69,684,484	3,685,149
October	97,480	145,798	76,428,887	51,515,685	4,387,584
November	91,269	132,212	81,746,022	64,482,292	4,170,502
December	71,616	106,686	62,357,909	62,725,073	3,117,413
Total	968,212	1,228,746	998,786,100	850,527,868	\$40,639,924

Net Increase—260,534      Net Decrease—148,258,232      Net Increase—\$197,812

## LOCAL COASTWISE EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	21,303	21,232	769,104	8,939,536	\$2,295,242	\$2,209,707
February	23,014	22,273	605,375	10,399,227	3,058,110	2,482,800
March	28,619	28,474	1,238,296	9,937,041	3,488,261	3,164,859
April	27,891	25,889	699,336	1,870,002	3,705,734	2,983,313
May	34,651	28,780	788,058	7,680,710	4,192,557	3,988,317
June	39,310	23,972	788,357	7,613,039	5,379,846	4,382,911
July	37,334	24,926	760,528	12,502,748	3,982,955	4,972,647
August	38,943	33,492	7,549,469	12,252,590	3,627,035	5,251,764
September	34,250	29,449	7,697,127	21,085,064	3,022,302	2,760,411
October	49,161	33,078	8,501,580	10,394,586	3,776,309	2,725,152
November	29,623	24,812	12,539,173	7,237,504	3,094,204	2,173,499
December	24,391	20,991	15,023,317	10,445,793	2,588,712	2,112,520
Total	388,490	317,368	56,959,720	120,377,710	\$42,211,267	\$39,202,900
	Net Decrease—71,112		Net Increase—63,418,120		Net Decrease \$3,003,367	

## FOREIGN COASTWISE IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	43,337	55,619	1,000	105,205	*1,249,755	*1,008,587
February	28,575	48,772	7,967	1,079,180	1,676,014	1,147,972
March	50,836	57,306	1,014	2,780,232	1,185,480	1,280,212
April	38,528	52,378		1,997,519	1,001,567	1,398,226
May	51,541	45,277	5,813	1,355	1,221,714	1,248,126
June	46,077	49,401	2,000	70,178	1,157,359	1,147,382
July	44,971	68,499	8,651	.....	924,876	1,051,668
August	56,816	46,608	333,621	111,670	1,312,850	1,391,525
September	61,993	59,165	41,119	77,416	1,410,440	1,618,351
October	64,576	53,224	600	2,100	1,210,283	1,434,715
November	44,605	49,465	14,028	156,999	2,323,711	1,342,096
December	44,573	55,454	4,180	6,000	1,080,572	1,429,215
Total	576,428	641,168	419,993	6,387,844	*15,754,621	*15,528,075
	Net Increase—64,740		Net Increase—5,967,851		Net Decrease—\$226,546	



## FOREIGN COASTWISE EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	2,455	2,222	4,403,340	8,990,089	\$395,053	\$440,319
February	2,360	1,900	5,308,697	5,063,136	268,914	784,135
March	3,288	3,123	4,284,076	1,558,474	400,713	416,373
April	4,787	2,805	8,038,276	4,336,398	525,868	574,850
May	2,520	2,558	6,408,169	2,321,945	338,504	383,892
June	2,174	1,119	10,960,717	2,897,318	959,082	346,702
July	3,422	3,675	1,815,845	3,456,894	435,244	564,265
August	4,380	3,681	8,642,808	3,949,552	707,754	471,782
September	3,366	5,009	4,938,181	5,515,837	584,464	1,094,480
October	3,846	4,391	1,973,916	1,068,570	430,625	553,392
November	4,735	4,585	4,869,274	5,665,199	670,321	870,423
December	6,315	3,318	5,206,259	7,530,600	803,750	703,731
Total	43,648	41,406	66,849,558	52,354,012	\$6,583,292	\$7,204,344
	Net Decrease—7,281		Net Decrease—14,495,546		Net Increase—\$621,052	

## DEEP-SEA IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	47,916	27,435	33,168	3,744	\$12,313,145	\$12,905,286
February	26,449	26,857	10,761	9,799	12,760,384	6,300,834
March	14,775	29,776			9,985,788	10,761,055
April	29,218	26,889	22,895	29,638	15,906,887	7,630,068
May	30,998	35,462	28,077	40,072	14,851,064	13,729,021
June	28,834	11,900	66,253	26,693	19,260,375	4,269,258
July	45,468	39,698	87,880	74,158	19,602,221	14,010,786
August	29,490	32,676	24,891	239,193	19,016,869	15,102,374
September	40,364	26,713	59,477	24,143	10,050,177	19,014,717
October	26,828	29,917	49,238	29,232	14,407,823	12,773,353
November	17,907	27,922			7,809,194	13,975,567
December	48,855	37,968	40,105	7,030	12,137,804	14,163,789
Total	387,102	353,213	422,745	483,702	\$168,101,732	\$144,636,108
	Net Decrease—33,889		Net Increase—131,625		Net Decrease—\$23,465,624	

## DEEP-SEA EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	125,190	272,348	19,669,278	37,716,025	\$7,774,053	\$13,078,925
February	75,464	277,805	14,880,493	39,173,368	5,993,751	13,643,819
March	96,090	266,731	22,802,282	57,073,708	7,562,000	13,022,748
April	91,173	245,706	22,380,833	37,160,868	7,069,550	11,473,173
May	70,345	209,075	28,308,019	30,549,093	6,433,724	12,145,887
June	51,312	148,520	28,273,975	28,537,570	6,308,864	8,721,479
July	38,637	70,156	24,086,184	32,986,591	4,547,950	6,428,292
August	30,837	57,816	26,770,670	20,798,119	4,554,157	5,540,214
September	24,891	35,849	37,367,982	24,259,699	4,362,453	6,054,367
October	95,310	123,448	17,753,821	24,825,518	8,174,140	10,466,669
November	153,242	192,093	30,173,574	17,826,549	9,921,464	12,936,034
December	238,682	116,075	33,316,417	29,391,650	11,692,788	9,590,112
Total	1,091,173	2,015,658	305,783,528	380,298,758	\$84,394,894	\$123,101,719
Net Increase—924,485			Net Increase—74,515,230		Net Increase—\$38,706,825	

## TOTAL IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1923	1924	1923	1924	1923	1924
January	170,184	167,329	76,618,687	85,301,592	\$17,044,492	\$17,360,017
February	116,821	142,786	72,929,247	78,647,499	17,855,325	11,047,618
March	155,919	181,170	72,955,083	80,711,552	14,084,390	15,556,605
April	136,704	148,845	85,324,489	43,220,510	19,570,110	11,313,257
May	160,592	157,327	100,017,846	73,014,594	19,384,365	17,637,580
June	160,390	150,799	98,054,940	96,866,763	23,761,509	9,067,043
July	153,745	222,485	106,371,624	78,245,858	23,911,081	18,391,998
August	175,614	212,127	81,274,577	72,680,592	23,094,353	20,120,748
September	194,064	200,673	85,437,376	69,786,043	15,145,766	23,598,060
October	188,884	228,939	76,478,725	51,547,017	20,005,690	18,662,890
November	153,781	209,599	81,760,050	64,639,291	14,303,407	18,805,443
December	165,044	200,408	62,402,194	62,738,103	16,335,789	19,450,660
Total	1,931,742	2,223,127	999,628,838	857,399,444	\$224,496,277	\$201,011,919

Net Decrease—\$23,484,358

Net Decrease—142,229,424

Net Increase—291,385

## TOTAL EXPORTS

	General Cargo		Logs and Lumber		Value	
	Tons		Board Feet			
	1923	1924	1923	1924	1923	1924
January	148,948	295,838	24,841,722	55,645,650	\$10,464,348	\$15,728,951
February	100,838	304,978	20,794,565	54,635,731	9,320,775	16,910,754
March	127,997	298,328	28,324,654	68,569,223	11,450,974	16,603,980
April	123,851	274,400	31,118,445	43,367,268	11,301,152	15,031,336
May	107,516	240,413	35,504,246	40,551,748	10,964,785	16,518,096
June	92,796	173,611	40,023,049	39,047,927	12,647,792	13,451,092
July	79,393	98,777	26,662,557	48,946,233	8,966,149	11,965,204
August	74,160	94,989	42,962,947	37,000,261	8,951,946	11,263,760
September	62,507	70,307	50,003,290	50,860,600	7,969,219	9,909,258
October	148,317	160,917	28,229,317	36,288,674	12,381,074	13,745,213
November	187,600	221,490	47,582,021	30,749,252	13,685,989	15,979,956
December	269,388	140,384	53,545,993	47,368,043	13,085,250	12,406,363
Total	1,523,311	2,374,432	429,592,806	553,030,610	\$133,189,453	\$169,513,963
	Net Increase	851,121	Net Increase—	123,437,804	Net Increase—	\$36,324,510

## IMPORTS BY COUNTRIES

	General Cargo Tons	Logs and Lumber Board Feet	Value
Australia and New Zealand.....	20,961	484,746	\$ 8,034,136
Argentina .....	6,942	.....	215,022
Belgium .....	14,736	.....	743,296
B. C. Coast Points .....	1,228,746	850,527,868	40,837,736
British West Indies .....	98	.....	756
Brazil .....	477	.....	226,742
China .....	41,652	10,058	9,188,722
Chili .....	900	.....	90,025
Costa Rica .....	315	.....	143,775
Cuba .....	23,091	.....	2,077,372
Denmark .....	75	.....	10,799
Deep-sea Fisheries .....	307	.....	67,534
Eastern Canada .....	25,637	.....	5,687,483
Fiji Islands .....	7,344	30,356	527,675
France .....	307	.....	80,790
Germany .....	1,006	.....	132,363
Guatemala .....	2,205	.....	273,397
Greece .....	201	.....	24,953
Hawaiian Islands .....	858	.....	143,291
Holland .....	3,517	.....	299,320
India .....	12,414	.....	2,719,916
Italy .....	5	.....	844
Japan .....	29,203	.....	86,537,817
Java .....	20,034	.....	2,145,434
Mexico .....	2	.....	1,300
Nicaragua .....	543	.....	53,665
Norway .....	91	.....	14,173
Panama .....	128	.....	37,811
Peru .....	53,515	.....	2,127,565
Philippine Islands .....	4,286	20,290	1,176,121
Salvador .....	691	.....	99,903
Straits Settlements .....	1,314	.....	199,994
Sweden .....	419	.....	56,742
Switzerland .....	1	.....	592
United Kingdom .....	65,164	.....	20,845,325
U. S. A. ....	655,942	6,326,096	16,189,550
Total .....	2,223,127	857,399,414	\$201,011,919



## EXPORTS BY COUNTRIES

	General Cargo Tons	Logs and Lumber Board Feet	Value
Australia and New Zealand.....	68,336	31,230,505	\$ 10,573,481
Algeria .....	7		1,045
Belgium .....	98,809	20,320	3,904,043
B. C. Coast Points .....	317,118	120,377,840	39,217,980
British West Indies .....	279	16,692	37,052
Borneo .....	1		321
Chili .....	1,479		173,310
Colombia .....	949		1,178,320
Cuba .....	280		24,938
China .....	326,479	21,575,026	16,819,647
Canary Islands .....	24		3,354
Denmark .....	14,284		641,378
Eastern Canada .....	4,411	10,708,848	1,118,329
Ecuador .....	143		13,506
Egypt .....	274		37,214
Fiji Islands .....	1,182	1,830,631	241,170
France .....	89,008	103,762	4,361,928
Germany .....	4,882	41,414	321,732
Guatemala .....	1,729		1,389,413
Guinea, British .....	14		1,594
Guinea, Dutch .....	5		566
Greece .....	55		7,265
Gibraltar .....	7		900
Hawaiian Islands .....	125	958,505	31,194
Holland .....	19,192	90,242	709,215
India .....	245	4,155,411	152,717
Italy .....	28,026	20,005	1,350,000
Java .....	506		45,862
Japan .....	315,314	183,866,931	24,064,753
Mexico .....	1,314		836,391
Martinique .....	1,080	51,390	83,472
Norway .....	25,245	134,601	866,426
Panama .....	44		5,595
Palestine .....	54		6,993
Carried forward .....	1,320,900	375,182,123	108,221,104

## EXPORTS BY COUNTRIES—(Continued)

	General Cargo Tons	Logs and Lumber Board Feet	Value
Brought forward .....	1,320,900	375,182,123	108,221,104
Peru .....	12,360	124,217	499,543
Philippine Islands .....	3,431	.....	469,286
Porto Rica .....	95	.....	12,763
Russia .....	3,254	101,774	236,138
Salvador .....	1,572	.....	1,595,506
South Africa .....	1,583	7,397,747	435,101
Straits Settlements .....	749	64,713	98,317
Sweden .....	17,176	.....	788,811
Spain .....	3	.....	535
Switzerland .....	25,205	.....	834,519
Turkey .....	2	.....	320
Trinidad .....	27	4,826	7,953
United Kingdom .....	911,058	30,196,713	45,078,311
United States .....	76,943	139,958,497	11,225,832
Venezuela .....	1	.....	294
West Africa .....	75	.....	9,630
Total .....	2,374,434	553,030,610	\$169,513,963

## PASSENGER TRAFFIC

	PASSENGERS LANDED 1923	1924	PASSENGERS SHIPPED 1923	1924
January .....	18,370	18,816	22,628	23,933
February .....	15,416	17,499	17,048	19,996
March .....	21,672	19,204	22,782	17,708
April .....	24,636	19,492	25,631	17,771
May .....	32,265	25,421	32,260	22,717
June .....	42,582	45,379	43,891	45,201
July .....	75,027	71,986	76,811	80,451
August .....	78,679	81,835	72,433	76,807
September .....	43,615	41,176	42,418	41,248
October .....	24,356	23,327	28,147	25,554
November .....	20,868	19,648	23,468	21,877
December .....	23,661	20,625	24,222	21,207
Total .....	421,147	404,408	431,739	414,470

## NATIONALITY OF OCEAN-GOING VESSELS, 1924

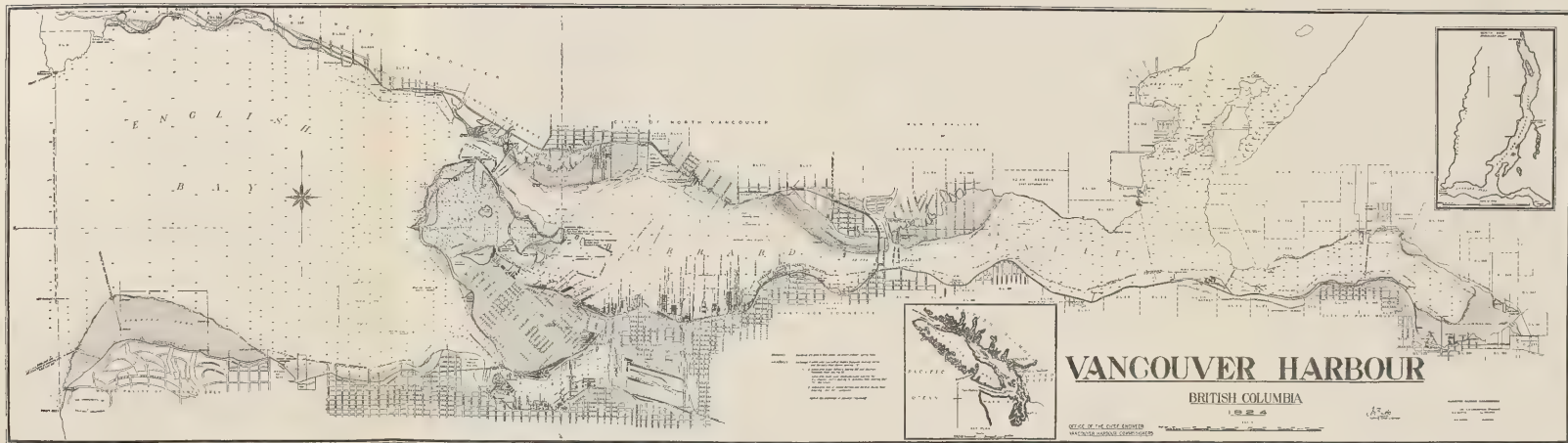
	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Germany	Spain	Panama	Nicaragua	Italy	Mexico	Chile	Total
January	48	30	15	10	12	4	12	1	1	12	12	1				118
February	43	24	14	10	12	12	3	4	1				1			102
March	41	22	7	10	12	1	12		1							86
April	35	28	6	6	1	4	2		1		1					84
May	32	19	9	6	3	2	2	1					12			76
June	30	29	8	3		1	12	1	1					1	1	79
July	30	20	8	3	2	1		1	2			1		1		69
August	27	25	5	7	1	1	12									68
September	32	23	9	3	2		1		3							73
October	39	22	18	4	2	1	3	1	1							91
November	32	25	11	5	2	2	2	1			12		1			83
December	33	26	13	2	2	1		1	1						1	80
Total	422	293	123	71	19	20	21	11	12	2	2	2	4	2	2	1,009

## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Germany	Mexico	Pern	Chile	Italy	China	Spain	Nicaragua	Panama	Motor Vessels	Sailing Vessels
1909	71	195,789	36	20		7	1					7								51	20	
1910	84	236,579	56	13			1				1	10	3								72	12
1911	90	351,098	54	27		7	1					4									77	13
1912	112	288,636	59	37	4	5			1	1		1	.....		3	1					102	10
1913	132	365,953	67	48	4	1			1	1		7			1						118	14
1914	No records available.																					
1915	237	683,538	76	115	37	2			1		5			1							225	12
1916	343	928,006	102	175	46	14			2		12		12								327	16
1917	240	768,094	87	102	34	13			1	3											230	1
1918	298	851,186	96	146	41	10			2	1	1						1				275	14
		(9 months)																				9
1919	328	1,016,177	122	114	28	17	32	3	5				7								316	1
1920	336	1,163,699	154	150	15	3	9	3		2											316	9
1921	496	1,867,265	190	190	84	5	4	10	6	6			1								181	10
1922	717	2,474,724	303	225	122	25	15	17	7	3											659	52
1923	845	2,804,883	338	283	129	37	18	15	8	7		7				1		1	1		778	55
1924	1,009	3,404,355	422	293	123	71	19	20	21	11		12	2		2	4		2	2	3	924	76



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Government  
Publications

*The Port of Vancouver*  
BRITISH COLUMBIA



Annual Report  
1925



# ANNUAL REPORT

OF THE

## HARBOUR COMMISSIONERS

OF

## VANCOUVER

BRITISH COLUMBIA



*Wreck of "Beaver" at Prospect Point,  
Pioneer Steamship of Pacific Coast*

For the Year 1925



# Harbour Commissioners of Vancouver, B. C.

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TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," we hereby respectfully submit a Report of Operations for the calendar year 1925.

In doing so, we record with regret the death of our colleague, Mr. R. E. Beattie, which took place on 5th May, 1925.

We have the honor to be,

Sir,

Your obedient servants,

GUY H. KIRKPATRICK, *President.*

S. L. PRENTER, *Commissioner.*

23-3-43

# ANNUAL REPORT

## 1925

THE year 1925 was not less busy than its immediate predecessors, but of a somewhat different character, so far as the business of the Corporation was concerned.

The years 1923 and 1924 were a period of rush construction to provide facilities to meet a rising tide of commercial expansion at the port, far in excess of the expectations of the most optimistic.

When the construction of the Ballantyne Pier was commenced, there were many who considered the project far ahead of its time, but before the work was well under way the demand for wharf accommodation had become almost a clamor, and all haste had to be made to get the structure into a state of readiness to receive vessels.

Meantime, the urgent demand for facilities to handle the increasing westward flow of grain had to be attended to, and during the last six months of constructional work at the Ballantyne Pier, No. 1 Elevator was renovated, and the erection of an 800,000-bushel annex to No. 1 Elevator was being carried on at record speed.

The provision of a jetty to augment the Lapointe Pier shipping facilities for No. 1 Elevator and its annex and the big Spillers Elevator became another immediate necessity, and, while all this was going on, plans were prepared and the construction of No. 2 Elevator, with a capacity of 1,650,000 bushels, was put under way. This house was completed for operation in November, 1924, and may be taken as the last unit of a strenuous programme of construction, which included, of course, in addition to the main features mentioned above, a mass of accessories, such as switching trackage, car storage and roads.

During this period of constructional pressure, the Commissioners had also on their hands the operation of the Lapointe Pier (formerly leased to the Canadian Government Merchant Marine), the operation of the Ballantyne Pier (completed December, 1923), the operation of No. 1 Elevator and the terminal railway. These units, taken



*Vancouver in 1900, Taken From Same Position as Larger Photograph in 1925*

together, represented an undertaking of magnitude and a heavy responsibility, involving the selection of a large number of men and the formation of brand new organizations to take hold of and handle a large volume of business with the despatch and accuracy which this class of business demands. With the advent of 1925, the strain of the constructional pressure relaxed, giving the much desired opportunity to concentrate on the commercial activities of the Corporation.

Availing themselves of this opportunity, the Commissioners devoted much time to a careful review of the whole field of their operations, amending and correlating the various units of their organization, on the basis of economy and efficiency, with a view to making their services to the various interests doing business at the port as satisfactory and attractive as possible. Judging from results, it would appear that their efforts in this direction have been rewarded.

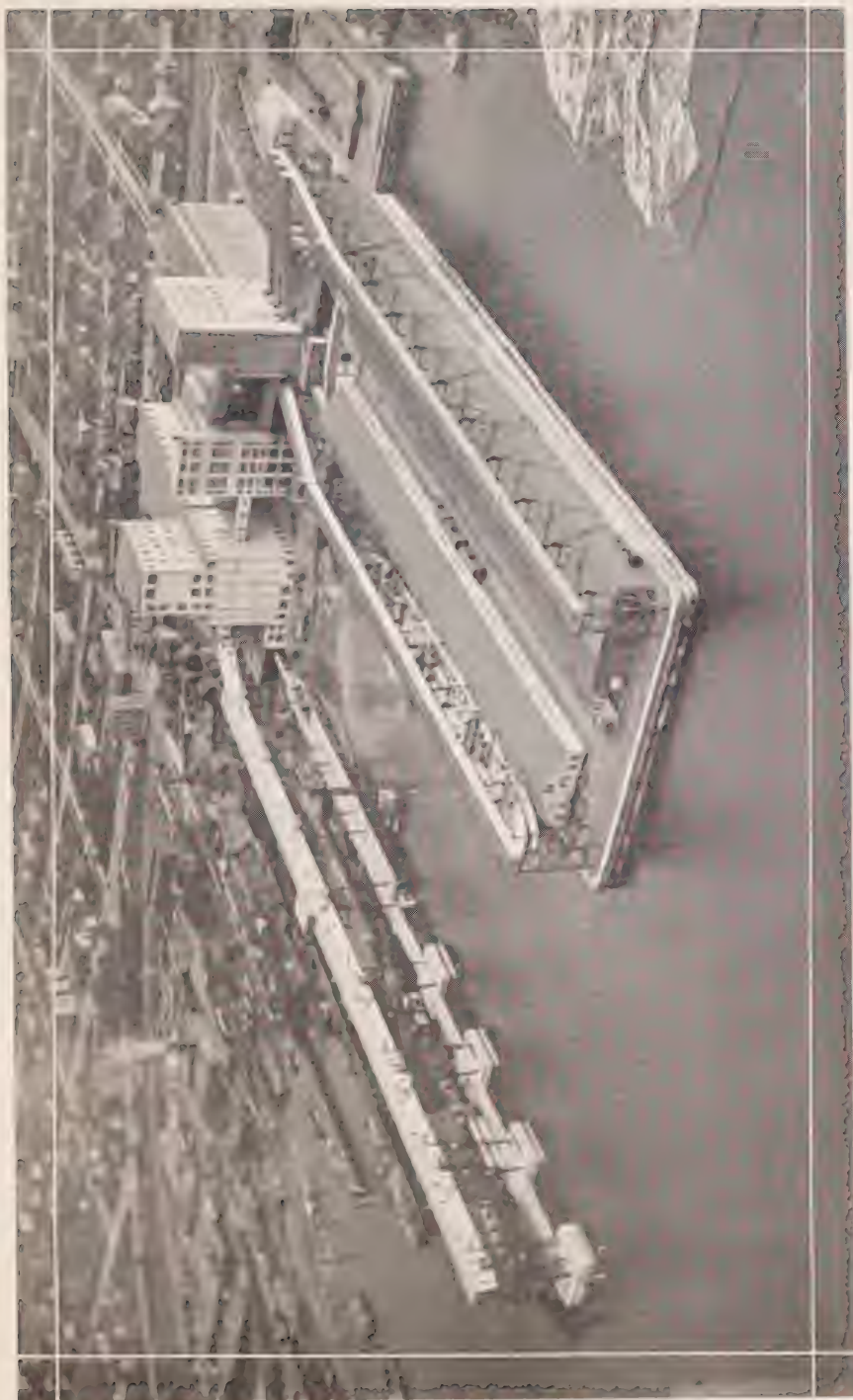
There are now seven regular lines of steamers using the Ballantyne Pier exclusively, viz.:



*Vancouver Harbour and Business Section of City, with City of North Vancouver in Background, 1925*







*No. 1 Elevator and Annex, Vancouver Terminal Grain Company Limited, Lapointe Pier and No. 1 Jetty*



Canadian Government Merchant Marine Ltd.

Blue Funnel Line.

Furness Pacific Line.

Campagnie Generals Transatlantique.

Navigazione Libera Triestina, S.A.

Yamashita Company.

Canadian American Shipping Company.

The tonnage of general cargo at this pier shows an increase of 76,000 tons over 1924, and the number of deep-sea vessels berthed was 87 in excess of the 1924 figure, while coastwise vessels show an increase of 440. The increase in coastwise vessels, it should be explained, is largely due to the increased movement of local products through the port.

The Lapointe Pier shows a decrease of 65 vessels, classified as Deep Sea. This apparent falling off is, however, more than offset by the fact that 85 vessels berthed at No. 1 Jetty, which was constructed on account of the fact that Lapointe Pier was altogether inadequate to the task of providing shipping facilities for No. 1 Elevator, No. 1 Annex and Vancouver Terminal Grain Co. Ltd.

## NEW STEAMSHIP CONNECTIONS

Among the most interesting and significant events of the year 1925 was the opening up of new steamship connections with the port, particularly the French line, Campagnie Generals Transatlantique, and the Italian line, Navigazione Libera Triestina, referred to as among the lines berthing at Ballantyne Pier.

Trade between any of the ports touched by these lines was formerly possible only by trans-shipment at New York or U. K.

Now the French line, in addition to its service to Bordeaux, Havre and Antwerp, has instituted direct communication between Vancouver and Martinique, Nicaragua, Salvador and Guatemala, while the Italian line has brought Vancouver into direct connection with the ports of Barcelona, Marseilles, Genoa, Naples, Leghorn and Trieste.

In virtue of the direct correspondence established between these ports and Vancouver, there is every reason to expect a steady trade



*B. C. Copper*



*Silk from Orient*



*B. C. Shingles*



expansion, as the countries thus brought together have many commodities that are interchangeable. This is demonstrated by the variety of commodities received from these lines, including wine, pepper, paint, hardware, figs, soap, rice, olive oil, macaroni, fruit pulp, earthenware, cork floats, cocoanuts, carbide, buttons, hats, etc., while among the commodities exported from Vancouver to points reached by these lines are grain, flour, canned fish, lumber, and also spelter and lead, and the natural evolution should be larger shipments of these commodities and the introduction, probably by means of experimental shipments, of other commodities which Vancouver has to offer.

Other new routes arranged for during the year were the Canada-West Indies line to Port of Spain (Trinidad) and other W. I. ports, if inducement offered; Svea Steamship Co. (Swiss), Cuban ports; Westfal-Larsen Company line (Norwegian), East Coast South America (via Magellan).

### GRAIN

There was every reason in the early part of the season to expect that the 1925 crop would be one of the biggest and best ever harvested, but the vagaries of nature played havoc with this optimistic expectation and the trend of events hit the port of Vancouver particularly hard, which was admittedly very disappointing, in view of the fact that ample facilities had been provided and everything was in readiness to handle expeditiously anything up to 100,000,000 bushels.

As it turned out, only a little over 34,868,192 bushels were unloaded and shipped at the port during the calendar year.

Owing to the wet and snowy weather which caught the grain before it was threshed, a very large proportion of the crop was graded "tough," and this presented serious problems not only to elevator operators, but also to the railroad companies and the grain brokers, the net result of which was a serious slowing up of the movement of grain. The railway companies had to restrict the loading on the prairies and retard the flow of grain to conform to the drying capacity of the port. For the period from 1st August, the proportion of tough and damp wheat was 30 per cent., and in December it increased to 42 per cent. of the total grain unloaded at the Commissioners' elevators. The drying capacity of the port was 60,000 bushels per day of 24



Water Front Showing Princess Louise Tree 1886.



Looking West from Hastings Mill



First C.P.R. Train Arriving in Vancouver May 1887.



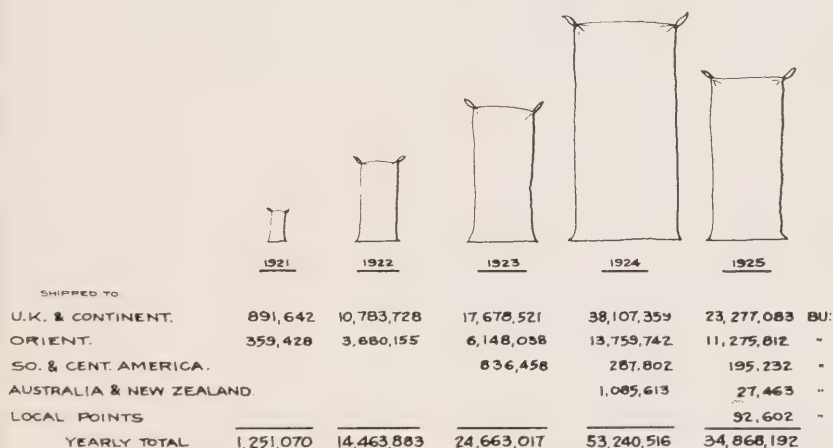
hours, and this was kept going night and day and taxed to the utmost limit, with a view to prevent congestion on the railways. Deserving of special notice is the work done by the Drier at No. 1 Elevator, which treated 2,400,000 bushels of tough grain during the months of November and December.

But, despite the most strenuous operation of the combined drying equipment at the port, it was found inadequate to cope with the situation, and, to secure the port against a recurrence of this situation, the

### **VANCOUVER HARBOUR COMMISSIONERS**

**VANCOUVER, B.C.**

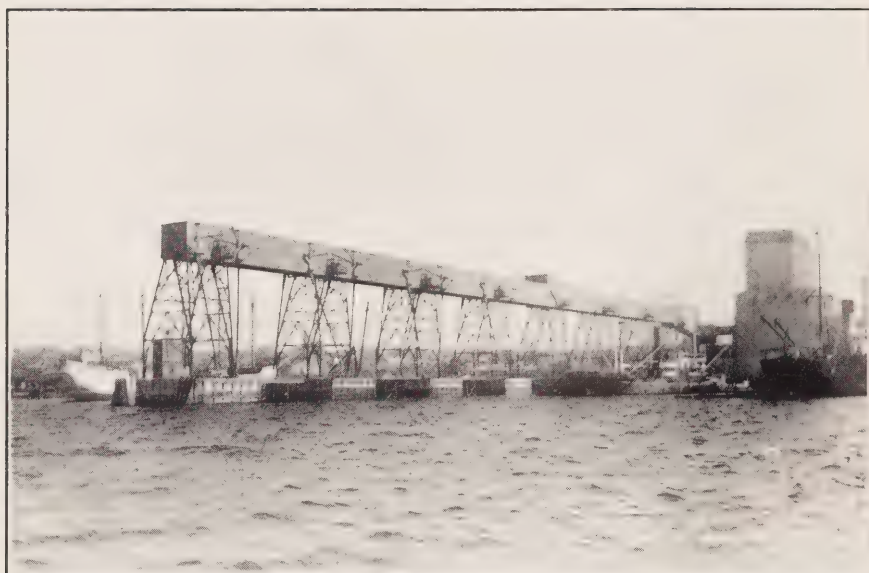
DIAGRAM SHOWING VOLUME OF GRAIN IN BUSHELS  
SHIPPED THROUGH PORT OF VANCOUVER FOR YEARS 1921 TO 1925 INCL.



Commissioners decided to instal a Drier Plant at No. 2 Elevator, with a capacity of 1,000 bushels per hour, at a cost of \$75,000. For the sake of all concerned, it is to be hoped that such another disappointing season will not be experienced for a while, but should such a condition recur, the port of Vancouver, at any rate, will be able to take care of it, to the combined benefit of the farmer, the broker, the elevator operators and the railroads.

The Commissioners were admittedly a little hesitant in deciding





*No. 1 Jetty*

to instal this extra drying equipment, as the 1925 conditions are somewhat unusual, but they were supported by the Grain Section of the Vancouver Merchants Exchange, who, as representative of the trade, expressed the opinion that the proper equipment of the elevator system demanded adequate drying facilities to cope with such a situation, no matter how seldom it might arise.

Other improvements in the elevator system included the installation of additional cleaning equipment in No. 1 Elevator and the overhauling and enlargement of the dust collecting system.

The gallery system on Jetty No. 1 was completed in May, and the first vessel, *The Canada*, loaded.

The conveyor galleries carry four belts, serving two berths (at present) with a total capacity of 32,000 bushels per hour to the ship.

The inner west berth at this jetty was dredged to 35 feet at low water, involving the removal of 96,394 yards of rock and 29,464 yards of other material, so that there are now three berths available at this jetty.



Vancouver Harbour and Vicinity

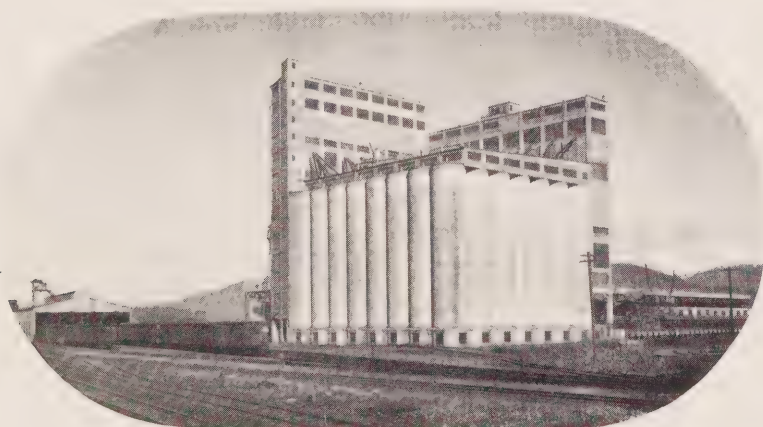


No. 3 Elevator underwent considerable alterations. Improvements were carried out and additions made to the workhouse, the conveyor system was extended, giving it a total capacity of 16,000 bushels per hour delivery to ship.

The renovation and improvement of this elevator, which has a storage capacity of 650,000 bushels, was completed on 8th October, and leased to the United Grain Growers Ltd.

A noticeable and noteworthy feature of this year's business was the greatly increased movement of grain by "liners," as compared with tramp steamers. This is no doubt largely due to the arrangement at the port of Vancouver, whereby liners can obtain their wheat cargo at the same pier where they discharge and load their general cargo, saving the expense and loss of time involved where movement from one pier to another is necessary.

In this connection it should be mentioned that the despatch given to vessels has been favorably commented upon by ship agents and grain brokers. As a specimen of such appreciation, the following is quoted from a spontaneous letter received from a prominent shipping company: "We wish to commend you on the service given on your dock for the first two ships we have had under this berthing contract, viz.: the *S.S. Sachsen* and the *S.S. West Nivaria*. Through the co-operation of your dock, the despatch was excellent. In fact, in the case of the *S.S. West Nivaria*, we practically saved one day."



No. 2 Elevator



Another prominent company writes in appreciation of the despatch given to one of its vessels, which arrived in port on the night of the 11th March, handled 6,000 tons of cargo and sailed again on the 15th.

These expressions of appreciation do not apply exclusively to grain, but to general cargo as well. In particular regard to grain, an arrangement entered into with the public terminal elevator of the Vancouver Terminal Grain Company Ltd., for the exchange of warehouse receipts has been an important factor, for the reason that a vessel is able to get its entire grain cargo at one elevator.

This, together with the provision of adequate, strictly up-to-date equipment, expeditious berthing and assiduous service has eliminated practically every possible cause of delay and brought despatch to a high standard, with the result that owners of tramp tonnage, realizing that in comparison with all other Pacific Coast grain ports, Vancouver, on account of the degree of efficiency it has attained in loading and despatching grain vessels, is so much cheaper from the operator's viewpoint, are offering vessels at from one to two shillings per ton less for Vancouver loading.

Conspicuous examples of quick despatch are the *S.S. Florida Maru*, loaded with 300,464 bushels of grain in 12 hours and 57 minutes; the *S.S. Queenswood*, 112,000 bushels in 3 hours and 15 minutes; the *S.S. Peru*, 44,000 bushels in 2 hours and 10 minutes.

A promising feature in the development of the western grain route is the steadily increasing interest in it which is being manifested by the farmers of Alberta and Saskatchewan.

Realizing that Vancouver is the natural outlet for the grain from Alberta and part of Saskatchewan, the Commissioners have disseminated throughout these provinces, by means of newsprint and advertising, the information which they considered the farmers should be in possession of, so that they might enjoy the advantages offered by the port for the shipping of their crops. This educational literature and advertising they supported, and amplified by the efforts of a representative employed to render continuous personal service on the prairie in the way of visiting the farmers, answering their questions and giving information desired and all possible practical help, and there has been no lack of evidence that the efforts of the Commissioners in this connection have been amply justified.



*Second Narrows Bridge, Connecting North and South Shores, Burrard Inlet. Opened November 7, 1925*





An event of some historical interest in the grain movement westward was the opening of a Cash Grain Market, which held its first session at the Vancouver Merchants' Exchange at 2 p.m. on 26th October, 1925. Since that date the market has convened regularly and every day the "Vancouver grain price," recognised as official in the grain world, has been broadcasted.

The more optimistic members of the grain trade consider this institution the first step towards the creation of a new world wheat-trading centre at Vancouver.

### NORTH SHORE DEVELOPMENT

While it was pointed out in an early paragraph that the close of 1924 marked the completion of the last big item in a programme of strenuous construction, it was not intended to convey the idea that the construction programme was finished. The rush to meet urgent demands of commerce with necessary facilities was then over, but there remained very considerable work to be planned and executed.

From the point of view of industrial development, the North Shore of Burrard Inlet, between First and Second Narrows, is pre-eminently adaptable. The physical constitution of a great stretch of this territory renders it capable of rapid and economical treatment.

Extensive tide flats, composed of sand and gravel, make it possible to reclaim large areas by the simple and comparatively inexpensive process of bulkheading and suction filling. But, unfortunately, this valuable territory has lain more or less dormant for many years, for the reason that it has been subject to the disability of having no railway connections, and the only industries that could afford to locate there were such as could get along without rail service or with the occasional use of connections furnished by the existing car ferry. That disability has now been removed. After years of persistent advocacy and effort, the Burrard Inlet Tunnel and Bridge Company reached the stage of being able to finance the construction of a bridge over the Second Narrows, at a cost of approximately two million dollars. The proposal received hearty popular support and a contract for the work was entered into. On 7th November, 1925, the bridge was officially opened and the North Shore entered on a new era of its history.

In addition to its main function of connecting the North Shore with the transcontinental railway systems, the bridge provides also for

vehicular traffic, which is a very important commercial accessory in these days when so much use is made of motor trucks for the movement of commercial commodities. The bridge will connect at the north and south ends with the Harbour Commissioners' Terminal Railway and will become part of the terminal railway system operated by the Commissioners.

As a temporary arrangement in the interests of economy, the terminal railway system on the South Shore will connect with the bridge by means of running rights over the Canadian Pacific Railway Company's lines, for which an agreement has been reached by friendly treaty between the railway company and the Commissioners. Provision, of course, has been made for the construction of terminal tracks to be constructed when the industrial expansion on the North Shore increases the traffic to a volume that will warrant such action, or when the traffic of the Canadian Pacific Railway Company increases to an extent that will make the company's tracks inadequate to the requirements of the two services.

On the North Shore the tracks constructed as part of the bridge contract extend westward about one mile to Lynn Creek, and the Commissioners will construct their tracks from that point along the waterfront to Lonsdale Avenue, a distance of a little over two miles.

On the west side of Lonsdale Avenue the terminal tracks will meet the tracks of the Pacific Great Eastern Railway Company, and it is proposed to serve the territory west of Lonsdale Avenue, by means of running rights over that company's tracks, for a distance of about  $2\frac{1}{2}$  miles, with provision made for extending the running rights further west should business development require it. To finally determine the route of the terminal railway on the North Shore and secure the necessary lands for right-of-way, together with making arrangements for South Shore connections and operating agreement covering the bridge involved serious negotiations that demanded much attention, and now, with all these matters practically consummated, the way is clear for construction, which it is hoped will make rapid progress during 1926.

Appreciating the opportunities offered by the North Shore with railway connections, and realising their responsibility in the matter of encouraging parties interested in industrial and commercial enterprise to avail themselves of these opportunities, the Commissioners worked out a scheme involving an expenditure of about \$400,000 for

# VANCOUVER HARBOUR COMMISSIONERS - VANCOUVER, B. C.

## Statement of Income and Expenditure

FOR THE YEAR ENDED 31ST DECEMBER, 1925

### INCOME ON REVENUE ACCOUNT

ITEMS	TOTALS	GRAND TOTALS
GRAIN ELEVATOR SYSTEM	\$921,137.30	
TRAFFIC DEPARTMENT—		
Piers, etc.	\$478,258.03	
Terminal Railway	105,619.11	
GRANVILLE ISLAND—Roads	543,907.51	
HARBOUR DUES	48,711.22	
CARGO RATES	105,167.60	
RENTALS OF WATER LOTS	377,956.16	
RENTALS OF WATER LOTS	22,194.31	
MISCELLANEOUS REVENUE	28,797.51	

TOTAL INCOME ON REVENUE ACCOUNT \$1,678,169.64

### RECEIPTS ON CAPITAL ACCOUNT

DOMINION GOVERNMENT ADVANCES on loan, for which Debentures issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Acts," 1923 and 1924	\$8,007,000.00
FIRST MORTGAGE FIVE YEAR FIVE PER CENT NOTES as partial consideration for purchase of "Hastings Mill Site"	1,950,000.00
	4,957,000.00

GRAND TOTAL RECEIPTS, YEAR 1925 \$16,545,169.64

BALANCE AT 31ST DECEMBER, 1925—	
OUTSTANDING ACCOUNTS, ETC.	\$ 415,951.29
ELEVATOR SUPPLIES STOCK at 31st July, 1925, carried to Reserve, pending confirmation of average at next annual Weight Up	32,669.41
BANK LOANS, ETC.	469,500.00
INTEREST DUE ON DEBENTURES to 31st December, 1925	312,380.03
SINKING FUND RESERVE at 31st December, 1924	\$857,650.40
— ADD —	
Appropriated for year 1925	200,000.00
Interest from Investments	13,989.60
	571,610.00
APPROPRIATIONS as set aside to 31st December, 1924, towards replacement fund covering Lapointe Pier and Terminal Railway	50,460.00
TOTAL OUTSTANDING AT 31ST DECEMBER, 1925	\$1,821,703.73
TOTAL OUTSTANDING AT 31ST DECEMBER, 1924	2,687,261.21
BALANCE OF OUTSTANDING TO DEDUCT	874,560.48

### EXPENDITURE ON REVENUE ACCOUNT

ITEMS	TOTALS	GRAND TOTALS
GRAIN ELEVATOR SYSTEM—Operation and Maintenance	\$412,175.80	
TRAFFIC DEPARTMENT—Operation and Maintenance:		
Piers, etc.	\$360,483.57	
Terminal Railway	112,201.11	
	\$72,749.68	
GRANVILLE ISLAND—Operation and Maintenance	10,141.61	
The above do not include interest, sinking fund, or depreciations.		
MISCELLANEOUS EXPENSES, including administration, engineering and Harbour expense	167,756.77	
TOTAL OPERATION, MAINTENANCE, ETC.	\$1,003,126.86	
INTEREST ON DEBENTURES, not chargeable to construction, for year 1925	\$561,212.71	
INTEREST ON BANK LOANS, ETC., for year 1925	29,970.03	
	\$91,182.70	

TOTAL EXPENDITURE ON REVENUE ACCOUNT \$1,657,309.62

### EXPENDITURE ON CAPITAL ACCOUNT

BALLANTYNE PIER—Completion of construction work and equipment	14,672.12
GRAIN ELEVATOR SYSTEM—Construction work, equipment, etc., Elevators No. 1, No. 1 Addition, No. 2 and No. 3	576,863.81
GRAIN JETTIES—Construction work, etc.	497,182.70
GRAIN CONVEYOR GALLERIES—Construction work and equipment	171,452.10
REAL ESTATE—Purchase "Hastings Mill Site"	\$2,460,461.07
Improvements site for proposed No. 2 Grain Jetty and other projects	2,293.19
	2,462,757.56
GRANVILLE ISLAND—Development work	2,025.69
TERMINAL RAILWAY—Construction work, right-of-way, storage yard, etc.	41,406.33
MISCELLANEOUS BUILDINGS, ETC.	3,810.20
MISCELLANEOUS EQUIPMENT	\$16,466.11
BOATS	6,310.85
FLOATS	2,323.19
SIGNAL STATION	105.18
	25,147.63

TOTAL EXPENDITURE ON CAPITAL ACCOUNT \$8,799,609.00

GRAND TOTAL EXPENDITURE, YEAR 1925 \$1,122,918.62

BALANCE AT 31ST DECEMBER, 1925—	
OUTSTANDING ACCOUNTS RECEIVABLE, ETC.	\$260,662.00
BURBARD INLET TUNNEL and BRIDGE Co.—Advance under Agreement for Mortgages	98,181.20
MATERIALS and SUPPLIES on hand	48,331.57
SINKING FUND—Portion of reserve set aside in Investments	\$274,500.00
BANK	16,535.76
CASH IN BANK and ON HAND	291,035.50
	150,006.27
TOTAL BALANCE 31ST DECEMBER, 1925	\$848,416.66
TOTAL BALANCE 31ST DECEMBER, 1924	519,126.12

DIFFERENCE IN BALANCE TO ADD 308,990.54

\$5,761,909.10

\$5,761,909.16

Certified:

C. L. WHITE,  
Comptroller.

Certified:

W. D. HARVEY,  
Secretary.

Vancouver, B. C., 24th February, 1926.

Verified:  
WILSON & WILSON, C.A.,  
Auditors.



land purchase alone, in addition to the construction cost that will be involved.

About 2000 feet of waterfrontage was secured in a central location, extending westwardly from St. David's Avenue, in D.L. 274, and about the same extent of frontage further east in D.L. 272.



*Granville Island Industrial Area*

It is planned by means of levelling the land, and filling in the water area in front, to make available several acres of industrial sites, which it is proposed to lease on attractive terms to parties looking for such accommodation.

The property acquired further east, at D.L. 272, is particularly suitable for grain elevators or other industries that require extensive trackage, and the opening up of this tract should appeal strongly on this account, for the reason that extensive trackage accommodation is not obtainable on the South Shore.

Taking this important feature, in conjunction with the fact that the closer-in part of the South Shore is very fully occupied, there is very good reason why concerns planning the construction of future grain elevators, or other plants necessitating extensive trackage, should turn their attention to the property in question, and it may be assumed that the Commissioners will recognize their responsibility to do all in their power to facilitate the location of such industries on this territory.



## HASTINGS MILL PROPERTY PURCHASE AND PROPOSED DEVELOPMENT

Realising the fact that the provision for further wharf accommodation had become a matter requiring urgent attention, in view of the present demands of shipping on the existing facilities, the Commissioners, after prolonged negotiations, were successful in acquiring from the B. C. Mills Timber & Trading Company a property known as the Hastings Mill for the sum of \$2,450,000, a price which it is generally admitted was most reasonable in view of the central location and other attractive features of the property for the extension of harbour facilities.

Immediately adjoining, on the west of the Ballantyne Pier site, it has a frontage of 2,050 feet, an average and, indeed, practically uniform depth of about 1,000 feet, and has an area of considerably over 40 acres.

Immediate use will be made of part of the east side of the property for extra trackage to serve the Ballantyne Pier, which will remove a disability which this facility has operated under as a result of the extensive use of the trackage on account of No. 2 Elevator, the construction of which was not contemplated when the Ballantyne Pier was designed, it being at that time intended that this pier should serve only as a general cargo facility.

No definite plans of further development of this property have yet been prepared, but such plans will certainly include another large pier for general business.

It is probable, also, that a cold storage warehouse will be among the first considered improvements, as the need for this is becoming daily more manifest.

One of the objects of this installation would be to foster the export of apples from the British Columbia orchards, which have established a reputation in the markets of the world. Although the great bulk of the crop is shipped practically as soon as it is garnered, cold storage at the port is essential for the care of late arriving consignments and fruit left over for any reason, and also for the housing of a supply for domestic distribution.



*Hastings Mill Site*

Similarly, there is an obvious necessity for cold storage accommodation for the development of the export of dairy products, chilled meat, poultry, as well as fresh fish and other perishable commodities.

Considering the demonstrated suitability of British Columbia and her sister province of Alberta for the dairy produce, meat and poultry business, there can be no insuperable difficulty in the way of trade development in these lines any more than there can be in the way of great expansion of the export trade in apples from the British Columbia fruit-growing valleys, and while there are other elements in the equation to be dealt with, over which the Commissioners have no direct control, it is felt that terminal cold storage is essential to success in this business and that its installation, in addition to the direct benefits it will produce, will almost certainly direct attention to and stimulate sufficient interest in the trade to lead to the adjustment of any other conditions that are at present unfavorable to expansion in the exportation of these commodities.

Another improvement under consideration for this location is a coastwise terminal. Accommodation for coasting vessels at deep-sea piers is very uncertain. There may or there may not be berthage available for them when it is required, and at the best they have to be placed wherever there happens to be a space for them, which is a very inconvenient situation alike for the vessel and the pier operators and the shipping community.

The construction of such a terminal would not only insure berthage when required, but would establish the location of the berthing place for this class of vessels; with such an arrangement, transshipment as between vessels in the coastwise and deep-sea services would be rendered easy, consignees would know where goods consigned to them by coasting vessels would be deposited, and shippers would automatically deliver goods for shipment to the coastwise terminal, instead of as at present having to wait for information as to where to deliver his goods, on account of the fact that the pier operators themselves often do not know until the last minute at what point in a 1,200-foot pier it will be possible to find berthage for the coaster.



*Lumber Operations in Vancouver Harbour*



It is intended that this coastwise terminal would be placed between and serve equally the Ballantyne Pier and the proposed new pier, and the benefits resulting from its construction would be particularly enjoyed during the season when ship-loads of canned salmon are coming in day after day for storage or trans-shipment and large consignments of cases of salmon cans are going out regularly to the canneries up the coast. With a fixed terminal for this trade, definite plans for handling could be arranged whereby the inconvenience of the present situation would be eliminated and the operation put on a more economical and expeditious basis.

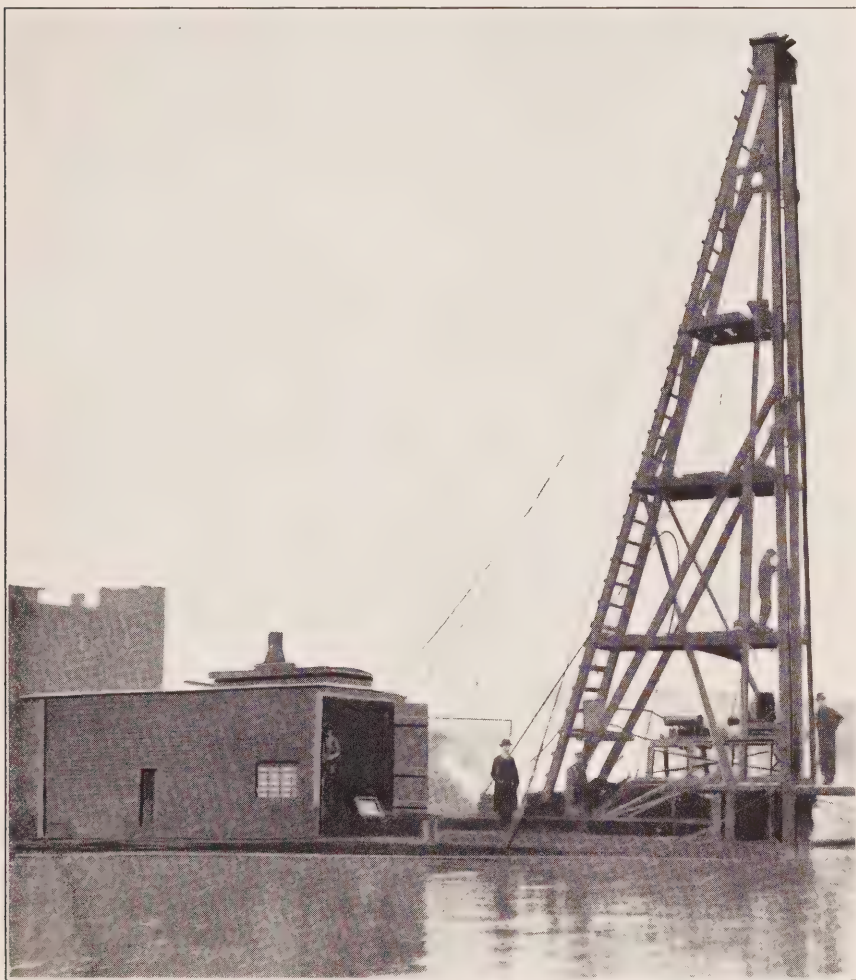
The obvious merits of this proposed coastwise terminal are so great as to warrant its having a prominent place when the programme of improvements to be carried out at this location has been finally decided.

To prevent any possibility of misunderstanding, it should here be pointed out that this coastwise terminal is not to be confused with a more remote undertaking which has a place in the Commissioners' outlook on improvements to come, and which has been discussed in a general way with interested parties, namely, the formation of a marine centre, the object of which would be to provide centralised accommodation for the use of the coast and ferry services.

While the benefits that such an institution would bring to the public are fully appreciated, the project can hardly be described at the present time as more than an aspiration in the scheme of harbour improvements.

Meantime, arrangements have been made for taking borings and the preparation of layout plans of the Hastings Mill property, and these will receive careful study, with a view to evolving a final scheme of development that will insure the most profitable disposition of the property, together with a maximum of efficiency.

As indicated above, the first unit of construction will be a new general cargo pier, and data is being assembled from the Commissioners' experience in the operation of their present facilities, and from the experience of other operators, which it is hoped will assist in the compilation of plans for this pier, including superstructural arrangements and equipment, which will materialize in a form that will give the shipping interests the quickest obtainable business despatch on a strictly economical basis.



*Drilling Test Holes for New Pier, Hastings Mill Site*

### MINOR IMPROVEMENTS

A concrete pavement, 40 feet wide, was laid at the Ballantyne Pier, connecting the main entrance with the sheds. The shipway at the north end of the pier was filled in with reinforced decking, making this area available for the unloading of freight from small vessels.

Considerable improvements were made in the rail and yard system of the Terminal Railway, particularly the replacement at the Lapointe



Pier of 56-lb. rail with 85-lb. rail. Additional temporary storage tracks were laid at the Ballantyne Pier to accommodate 32 cars.

During the year inspections were made of the piers and jetties under the Commissioners' control, particular attention being given to underwater conditions. In the case of the Lapointe Pier, considerable repairs were necessary, and were carried out with the aid of divers.

The high-water mark survey, commenced in 1923, was completed and all plans revised. Soundings were taken at the various piers and jetties operated by the Commissioners and harbour charts revised according to results obtained.

### BURRARD DRYDOCK

An event of vital importance to the shipping using the port was the completion of the large floating drydock, constructed on the North Shore of Burrard Inlet by the Burrard Drydock Company, Limited. This dock, which has a length over all of 556 feet 6 inches, clear inside width of 98 feet, and a lifting capacity of 20,000 tons, is therefore a valuable addition to the facilities of the port.

### CANADIAN PACIFIC RAILWAY COMPANY'S NEW PIER

This structure, known as Pier B-C, has been practically completed to the deck level, and it is expected that it will be completed with sheds and equipment in the course of 1926. It is a handsome structure of concrete construction, very similar in dimensions to the Ballantyne Pier, and will therefore add substantially to the berthing capacity of the harbour.

### INTERESTING ADDITIONS TO B. C. COAST SERVICE

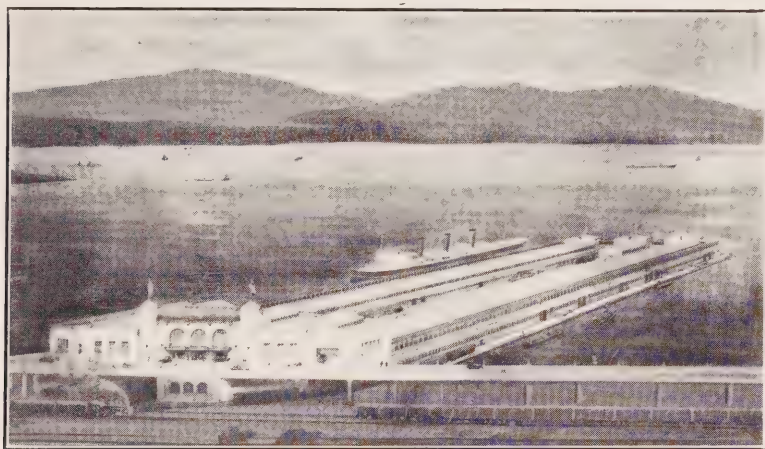
In order to keep abreast of the ever-increasing passenger traffic, the Canadian Pacific Railway Company and the Union Steamships Ltd. have found it necessary to augment their fleets with larger and faster vessels.

In May the Canadian Pacific Railway Company added two more "Princess" steamers, the *Kathleen* and *Marguerite*, which were specially built for this service. They are sister ships of 5,875 gross tons, with a length of 368 feet, a breadth of 60 feet, a depth of 28 feet 9 inches,



*Burrard Drydock, Vancouver Harbour*





*Canadian Pacific Railway Company's Pier "B-C"*

and a load draft of 17 feet. Each ship has accommodation for 325 passengers and seats for 159 in the dining saloon, and on day trips can accommodate 1,500 passengers. A speed of 21 knots enables the ships to make the run between Vancouver and Victoria, 83 miles, in the fast time of four hours, and between Victoria and Seattle, 81 miles, in 3 hours and 45 minutes.

The Union Steamships Limited added in 1924 the *Lady Alexander*, which operates on the day run to Bowen Island and Howe Sound. She is 225 feet in length, 40 feet breadth, with 12-foot draught, and has a speed of 14 knots, with a specially constructed dance floor, in addition to the spacious promenade deck and lounge. In 1925 two more day steamers, the sister ships *Lady Cecilia* and *Lady Cynthia* joined their fleet, both being 220 feet in length, 28 feet breadth, with 15 feet depth, and speed of 15 knots, maximum 16½ knots. These vessels have proved very popular on the Gulf Coast route to Powell River via Sechart and way points and also on the Howe Sound day cruises. With promenade deck, observation rooms, lounge and smoking rooms they fulfil every modern requirement. The *T.S.S. Catala* arrived on the coast last summer and was placed on the regular run to Prince Rupert and the northern canneries. This vessel is 218 feet in length, 37 feet breadth, with 18 ft. depth and speed of 14 knots, and is splendidly equipped. There is a spacious promenade deck and the stateroom and lounge facilities are comfortable and have proved a great attraction.

## COMPARATIVE RECORD OF SHIPPING, 1924 AND 1925

## LOCAL COASTWISE

(This includes all vessels trading in British Columbia waters only)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1924	1925	1924	1925	1924	1925
January	1,280	1,199	640,135	562,379	405,085	353,784
February	1,187	1,140	603,781	521,852	425,185	340,193
March	1,443	1,325	661,452	576,427	416,714	385,187
April	1,420	1,316	693,481	593,025	432,639	382,883
May	1,554	1,469	792,275	802,407	498,448	482,248
June	1,486	1,544	791,105	917,005	487,771	526,920
July	1,526	1,679	900,072	727,753	535,924	439,209
August	1,622	1,649	896,790	720,463	520,508	442,276
September	1,537	1,617	778,372	600,366	470,865	382,088
October	1,529	1,603	746,532	567,911	470,719	374,167
November	1,317	1,408	618,126	388,231	403,726	320,026
December	1,156	1,136	485,102	453,398	385,355	294,026
Total	17,057	17,085	8,637,223	7,431,217	5,452,993	4,723,007
		Increase 28	Decrease - 1,206,006		Decrease	729,986

## FOREIGN COASTWISE

(This comprises all vessels sailing to Puget Sound and Alaskan Points)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1924	1925	1924	1925	1924	1925
January .....	52	34	77,147	11,807	49,983	8,930
February .....	51	38	76,210	10,207	48,523	8,063
March .....	41	23	69,133	9,172	43,470	6,332
April .....	58	23	84,435	9,401	52,019	5,976
May .....	54	29	69,915	11,779	42,716	8,358
June .....	53	29	80,380	9,247	48,618	6,743
July .....	54	170	93,353	491,417	56,339	243,307
August .....	47	141	74,368	478,523	44,632	276,026
September .....	54	144	81,321	435,904	48,091	209,615
October .....	57	131	84,787	367,803	53,210	198,121
November .....	55	122	72,693	281,175	45,557	158,485
December .....	56	143	79,991	265,160	49,979	149,998
Total .....	632	1,027	943,733	2,381,595	583,137	1,279,954
	Increase—395		Increase—1,437,862		Increase—696,817	

*Note.*—Prior to 1st July, 1925, C.P.R. sailings to Seattle were classified as Local Coastwise, and after that date these sailings were placed in Foreign Coastwise. This explains decrease in Local Coastwise tonnage and increase in Foreign Coastwise tonnage.



## DEEP SEA

(This includes all vessels passing outside Cape Flattery)

	No. of Ships		Gross Tonnage		Net Tonnage	
	1924	1925	1924	1925	1924	1925
January .....	92	75	560,210	383,910	353,079	237,667
February .....	81	61	487,863	338,423	304,127	211,390
March .....	66	75	429,341	390,619	265,212	250,910
April .....	56	67	352,299	375,137	219,145	232,979
May .....	57	71	400,685	423,475	246,459	259,066
June .....	52	60	327,882	344,114	206,556	212,247
July .....	45	72	317,983	411,235	194,081	256,084
August .....	48	74	310,559	403,719	194,418	249,856
September .....	50	81	361,115	452,342	223,777	278,618
October .....	62	92	405,733	524,534	256,413	321,722
November .....	59	101	397,300	568,909	249,172	359,040
December .....	52	87	357,383	486,685	221,728	306,306
Total .....	720	916	4,708,353	5,103,102	2,934,167	3,175,885
	Increase—196		Increase—394,749		Increase—241,718	

## TOTAL SHIPPING—ALL CLASSES

	No. of Ships		Gross Tonnage		Net Tonnage	
	1924	1925	1924	1925	1924	1925
January .....	1,424	1,308	1,277,492	958,096	808,147	600,381
February .....	1,319	1,239	1,167,854	870,482	777,835	559,646
March .....	1,550	1,423	1,159,926	976,218	725,396	642,429
April .....	1,534	1,406	1,130,215	977,563	703,857	621,838
May .....	1,665	1,569	1,262,875	1,237,661	787,623	749,672
June .....	1,591	1,633	1,199,367	1,270,366	742,945	745,910
July .....	1,625	1,921	1,311,408	1,630,405	786,344	938,600
August .....	1,717	1,864	1,281,717	1,602,705	759,558	968,158
September .....	1,641	1,842	1,220,808	1,488,612	742,733	870,321
October .....	1,648	1,826	1,237,052	1,460,248	780,342	894,010
November .....	1,431	1,631	1,118,119	1,238,315	698,455	837,551
December .....	1,264	1,366	922,476	1,205,243	657,062	750,330
Total .....	18,409	19,028	14,289,309	14,915,914	8,970,297	9,178,846
		Increase—619	Increase—626,605		Increase—208,549	

CONDENSED SUMMARY OF IMPORTS AND EXPORTS FOR TWELVE MONTHS ENDED  
DECEMBER 31, 1925, SHOWING COMPARISON WITH 1924

LOCAL COASTWISE IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January	84,475	91,247	85,192,643	111,288,102	\$3,446,144	\$3,896,785
February	67,157	85,922	77,558,530	59,933,592	3,598,812	2,760,048
March	94,628	91,768	77,931,320	82,180,009	3,515,338	2,977,892
April	69,578	100,844	41,193,353	67,843,498	2,284,963	2,614,727
May	76,788	98,014	72,973,167	84,358,664	2,660,433	3,002,008
June	89,498	97,202	96,769,892	78,071,163	3,650,403	2,634,952
July	114,288	136,049	78,171,700	64,768,630	3,329,544	3,750,915
August	132,843	149,143	72,329,729	99,474,901	3,626,849	5,218,221
September	114,795	119,211	69,684,484	56,711,879	2,934,992	7,215,085
October	145,798	145,780	51,515,685	112,146,029	4,444,822	6,357,472
November	132,212	132,241	64,482,292	84,675,340	3,487,780	5,059,786
December	106,686	102,060	62,725,073	58,376,934	3,857,656	3,874,363
Total	1,228,746	1,349,481	850,527,868	959,828,741	\$40,837,736	\$49,362,254
Increase	120,735		Increase---	109,300,873	Increase---	\$8,524,518

## LOCAL COASTWISE EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January	21,232	21,696	8,939,536	11,794,808	\$2,209,707	\$2,938,797
February	22,273	22,358	10,399,227	6,134,420	2,482,800	2,666,353
March	28,474	25,576	9,937,041	10,005,262	3,164,859	3,115,479
April	25,889	27,565	1,870,002	7,585,029	2,983,313	3,266,504
May	28,780	25,052	7,680,710	9,886,310	3,988,317	3,555,009
June	23,972	27,005	7,613,039	8,119,531	4,382,911	3,610,438
July	24,926	29,255	12,502,748	8,953,641	4,972,647	4,587,333
August	33,492	27,263	12,552,590	22,628,765	5,251,764	5,113,632
September	29,449	37,230	21,085,064	7,726,082	2,760,411	4,413,996
October	33,078	32,194	10,394,586	7,685,755	2,725,152	4,028,475
November	24,812	49,310	7,257,504	9,916,746	2,173,499	7,201,756
December	20,991	44,164	10,445,793	12,838,948	2,112,520	5,213,564
Total	317,368	368,668	120,377,840	123,275,297	\$39,207,900	\$49,714,336
	Increase—51,300		Increase—2,897,457		Increase—\$10,506,436	

## FOREIGN COASTWISE IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January	55,619	56,316	105,205	2,050	\$1,008,587	\$1,154,904
February	48,772	45,422	1,079,170	127,292	1,147,972	1,227,758
March	57,306	56,518	2,780,232	125,354	1,280,212	1,411,337
April	52,378	52,808	1,997,519	9,261	1,398,226	1,328,722
May	45,277	41,371	1,355	29,721	1,248,126	1,219,287
June	49,401	42,960	70,178	1,524	1,147,382	1,180,447
July	68,499	3,152	.....	3,092	1,051,668	559,808
August	46,608	2,366	111,670	20,676	1,391,525	450,526
September	59,165	1,984	77,416	3,617	1,648,351	469,150
October	53,224	2,797	2,100	.....	1,434,715	438,827
November	49,465	2,824	156,999	30,207	1,342,096	554,824
December	55,454	3,435	6,000	.....	1,429,215	513,462
Total	641,168	311,953	6,387,844	352,794	\$15,528,075	\$10,509,052
	Decrease—329,215		Decrease—6,035,050		Decrease—\$5,019,023	

FOREIGN COASTWISE EXPORTS					
	General Cargo Tons		Logs and Lumber Board Feet		Value
	1924	1925	1924	1925	
January .....	2,222	2,740	8,990,089	4,060,238	\$743,822
February .....	4,900	4,593	5,063,136	5,511,388	610,964
March .....	3,123	5,788	1,558,474	2,637,703	1,018,401
April .....	2,805	4,260	4,336,398	5,190,566	784,524
May .....	2,558	3,931	2,321,945	3,773,730	810,586
June .....	1,119	3,164	2,897,318	3,059,463	1,020,288
July .....	3,695	1,685	3,456,894	10,367,106	629,941
August .....	3,681	1,250	3,949,552	2,891,439	987,204
September .....	5,009	1,468	5,515,837	4,258,822	678,261
October .....	4,391	1,101	1,068,570	1,627,100	811,882
November .....	4,585	1,200	5,665,199	3,957,857	738,970
December .....	3,318	1,562	7,530,600	5,075	541,034
Total .....	41,406	32,742	52,354,012	47,340,487	\$9,405,877
		Decrease—8,664		Decrease—5,013,525	Increase—\$2,201,533

*Note.* Foreign Coastwise Imports and Exports show a considerable decrease in comparison with 1924, but this is explained by the fact that the heavy oil imports from California and the exports of feed stuffs to this state were transferred to Deep-sea classification.



## DEEP-SEA IMPORTS

	General Cargo		Logs and Lumber		Value	
	1924	1925	1924	1925	1924	1925
January	27,435	19,015	3,744	5,062	\$12,905,286	\$9,316,429
February	26,857	29,325	9,799	2,022	6,300,834	12,271,900
March	29,776	28,861	.....	21,111	10,761,055	10,095,356
April	26,889	35,328	29,638	63,067	7,630,068	11,953,780
May	35,462	35,348	40,072	44,358	13,729,021	10,661,377
June	11,900	21,281	26,693	107,457	4,269,258	15,428,286
July	39,698	120,192	74,158	43,619	14,010,786	16,405,562
August	32,676	95,072	239,193	5,887	15,102,374	15,392,283
September	26,713	66,130	24,143	66,175	19,014,717	20,324,406
October	29,917	86,582	29,232	7,972	12,773,353	15,090,863
November	27,922	96,528	.....	62,805	13,975,567	21,464,908
December	37,968	78,837	7,030	53,940	14,163,789	16,151,118
Total	353,213	712,499	483,702	483,475	\$144,636,108	\$174,556,268
	Increase—359,286		Decrease—227		Increase—\$29,920,160	

## DEEP-SEA EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January .....	272,384	106,938	37,716,025	33,664,007	*13,078,925	*8,590,699
February .....	277,805	72,095	39,173,368	11,386,202	13,643,819	7,802,830
March .....	266,731	84,274	57,073,708	29,852,987	13,022,748	7,341,964
April .....	245,706	95,989	37,160,868	28,594,767	11,473,173	8,224,533
May .....	209,075	55,511	30,549,093	26,979,379	12,145,887	6,129,515
June .....	148,520	51,695	28,537,570	22,524,400	8,721,479	5,318,206
July .....	70,156	78,552	32,986,591	29,370,648	6,428,292	8,355,023
August .....	57,816	65,797	20,798,119	34,166,581	5,540,214	8,126,439
September .....	35,849	67,387	24,259,699	38,091,069	6,054,367	8,853,650
October .....	123,448	189,140	24,825,518	31,456,683	10,466,669	15,152,702
November .....	192,093	296,053	17,826,549	21,290,312	12,936,034	17,991,107
December .....	116,075	280,884	29,391,650	26,902,548	9,590,112	17,993,413
Total .....	2,015,658	1,444,315	380,298,758	334,279,583	*123,101,719	*119,880,081
						Decrease—\$3,221,638
						Decrease—46,019,175
						Decrease—571,343

## TOTAL IMPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January	167,529	166,578	85,301,592	111,295,214	\$17,360,017	\$14,368,118
February	142,786	160,669	78,647,499	60,062,906	11,047,618	16,259,706
March	181,170	177,147	80,711,552	82,326,474	15,556,605	14,484,585
April	148,845	188,980	43,220,510	67,915,826	11,313,257	15,897,229
May	157,527	174,733	73,014,594	84,432,743	17,637,580	14,882,672
June	150,799	161,443	96,866,763	78,180,144	9,067,043	19,243,685
July	222,485	259,393	78,245,858	64,815,341	18,391,998	20,716,285
August	212,127	246,581	72,680,592	99,501,464	20,120,748	21,061,030
September	200,673	187,325	69,786,043	56,781,671	23,598,060	28,008,644
October	228,939	235,159	51,547,017	112,154,001	18,662,890	21,887,162
November	209,599	231,593	64,639,291	84,768,352	18,805,443	27,079,518
December	200,108	184,332	62,738,103	58,430,874	19,450,660	20,538,943
Total	2,223,127	2,373,933	857,399,444	960,665,010	\$201,011,919	\$234,427,574
	Increase—150,806		Increase—103,265,596		Increase \$33,415,655	

## TOTAL EXPORTS

	General Cargo Tons		Logs and Lumber Board Feet		Value	
	1924	1925	1924	1925	1924	1925
January	295,838	131,374	55,645,650	49,519,053	\$15,728,951	\$12,273,318
February	304,978	99,046	54,635,731	23,032,010	16,910,754	11,110,147
March	298,328	115,638	68,569,223	42,495,952	16,603,980	11,475,844
April	274,400	127,814	43,367,268	41,370,362	15,031,336	12,275,561
May	240,413	84,494	40,551,748	40,639,419	16,518,096	10,495,110
June	173,611	81,864	39,047,927	33,703,394	13,451,092	9,948,932
July	98,777	109,492	48,946,233	48,691,395	11,965,204	13,572,297
August	94,989	94,310	37,000,261	59,686,785	11,263,760	14,227,275
September	70,307	106,085	50,860,600	50,075,973	9,909,258	13,945,907
October	160,917	222,435	36,288,674	40,769,538	13,745,213	19,993,059
November	221,490	346,563	30,749,252	35,164,915	15,979,956	25,934,833
December	140,384	326,610	47,368,043	39,746,571	12,406,363	23,748,011
Total	2,374,432	1,845,725	553,030,610	504,895,367	\$169,513,963	\$179,000,294

Increase—\$9,486,331

Decrease—48,135,243

Decrease—528,707

## IMPORTS BY COUNTRIES

	General Cargo Tons	Logs and Lumber Board Feet	Value
Argentina .....	921	.....	\$ 46,284
Australia .....	10,755	320,052	6,870,479
Austria .....	1	.....	388
Belgium .....	23,815	.....	1,134,147
B. C. Coast Points .....	1,349,481	959,828,741	49,362,254
Brazil .....	983	.....	519,820
Chili .....	179	.....	12,703
China .....	38,137	11,030	14,685,885
Colombia .....	106	.....	78,626
Cuba .....	43,019	.....	2,293,750
Costa Rica .....	6	.....	3,579
Deep Sea Fisheries .....	475	.....	91,637
Denmark .....	21	.....	3,271
Dutch West Indies .....	7	.....	2,714
Eastern Canada .....	28,583	29,344	6,267,459
Fiji Islands .....	32,539	4,136	2,197,401
France .....	244	.....	62,413
Germany .....	2,014	.....	232,367
Guatemala .....	242	.....	157,524
Hawaii .....	1,422	.....	304,370
Holland .....	6,189	.....	531,717
India .....	11,596	.....	2,544,445
Italy .....	644	.....	43,193
Java .....	560	.....	242,441
Japan .....	35,708	85,180	106,344,109
Mexico .....	12,968	.....	117,592
New Zealand .....	2,025	.....	1,017,663
Nicaragua .....	2,529	2,022	165,377
Norway .....	40	.....	10,707
Panama .....	12	.....	2,353
Peru .....	45,622	.....	1,125,359
Philippines .....	1,354	19,077	514,115
Salvador .....	94	.....	51,398
Straits Settlements .....	3,882	.....	550,333
Sweden .....	561	.....	99,689
Spain .....	86	.....	28,954
Switzerland .....	2	.....	1,598
United Kingdom .....	78,006	.....	19,685,903
United States .....	639,071	365,428	17,018,167
Uruguay .....	34	.....	5,390
Total .....	2,373,933	960,665,010	\$234,427,574

## EXPORTS BY COUNTRIES

	General Cargo Tons	Logs and Lumber Board Feet	Value
Algeria .....	17	.....	\$ 2,421
Arabia .....	3	.....	447
Argentina .....	465	611,158	85,270
Arctic .....	838	61,323	347,226
Australia .....	35,852	18,973,664	6,924,237
Belgium .....	43,961	352,917	2,515,363
B. C. Coast Points .....	368,668	123,275,297	49,714,336
Bolivia .....	16	.....	2,057
Borneo .....	5	.....	1,012
Brazil .....	3	602,099	14,036
British Guiana .....	68	.....	10,749
British Honduras .....	6	.....	799
British West Indies .....	359	12,732	49,448
Canary Islands .....	10	.....	1,707
Chili .....	1,241	.....	146,050
China .....	234,775	11,341,218	17,831,647
Colombia .....	609	.....	356,954
Cuba .....	53	2,347,350	50,367
Denmark .....	9,051	.....	499,623
Dutch West Indies .....	12	29,612	2,523
Dutch Guiana .....	59	.....	8,829
East Africa .....	31	.....	4,130
Eastern Canada .....	7,675	13,519,518	2,026,700
Ecuador .....	268	.....	33,821
Egypt .....	285	4,032,689	112,489
Fiji .....	1,615	2,285,760	311,145
France .....	36,213	348,444	3,446,230
Germany .....	18,794	248,826	1,661,538
Gibraltar .....	16	.....	2,157
Greece .....	93	.....	14,044
Guatemala .....	21	65,111	3,895
Haiti .....	31	.....	3,770
Hawaii .....	199	26,498	25,709
Holland .....	9,479	571,404	1,147,386
India .....	832	5,331,404	265,072
Italy .....	19,331	103,372	1,436,127
Java .....	510	.....	67,636
Japan .....	309,709	119,581,949	26,521,191
Malta .....	1,140	.....	65,075
Mauritius .....	.....	576,718	30,897
Martinique .....	109	105,914	18,184
Mexico .....	218	248,550	31,557
Mesopotamia .....	1	.....	138
Carried forward .....	1,102,641	304,653,527	\$115,793,992



## EXPORTS BY COUNTRIES—(Continued)

	General Cargo	Logs and Lumber	Value
	Tons	Board Feet	
Brought forward .....	1,102,641	304,653,527	\$115,793,992
Morocco .....	13	.....	1,691
New Zealand .....	21,624	10,391,970	3,133,579
Nicaragua .....	44	.....	4,125
Norway .....	16,698	1,200	932,548
Panama .....	39	.....	4,506
Persia .....	6	.....	929
Peru .....	6,487	49,098	336,650
Philippines .....	7,700	.....	1,349,881
Palestine .....	20	.....	2,387
Porto Rico .....	75	.....	10,497
Russia .....	492	.....	78,089
Salvador .....	481	.....	738,543
South Africa .....	1,960	5,959,997	413,457
Siam .....	1	.....	264
Straits Settlements .....	739	.....	99,100
Sweden .....	40,197	.....	2,136,246
Spain .....	7	.....	1,025
Trinidad .....	741	1,853,712	73,737
Turkey .....	5	.....	745
United Kingdom .....	577,439	22,586,851	39,551,316
United States .....	66,059	159,399,012	14,078,385
Venezuela .....	1,439	.....	134,800
West Africa .....	818	.....	123,802
Total .....	1,845,725	504,895,367	\$179,000,294

## PASSENGER TRAFFIC

	PASSENGERS LANDED		PASSENGERS SHIPPED
	1924	1925	1924
			1925
January .....	18,816	17,925	23,933
February .....	17,499	17,356	19,996
March .....	19,204	20,833	17,708
April .....	19,492	24,940	17,771
May .....	25,421	33,792	22,717
June .....	45,379	55,451	45,201
July .....	71,986	92,610	80,451
August .....	81,835	96,577	76,807
September .....	41,176	48,444	41,248
October .....	23,327	24,371	25,554
November .....	19,648	22,154	21,877
December .....	20,625	25,514	21,207
Total .....	404,408	479,967	414,470
			485,386

Increase 75,559

Increase—70,916

TOTAL WATER-BORNE TRADE OF THE PORT OF VANCOUVER, B. C., EXCLUSIVE OF  
INTER-HARBOUR MOVEMENTS

IMPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921.....	1,680,867	\$34,801,652	670,500	\$162,605,180	2,351,367	\$197,406,832
1922.....	2,207,127	35,826,338	838,500	171,205,291	3,045,627	207,031,629
1923.....	2,466,391	40,639,924	964,794	183,856,353	3,431,185	224,496,277
1924.....	2,504,538	40,837,736	1,004,689	160,164,183	3,509,227	201,011,919
1925.....	2,789,224	49,362,254	1,025,706	185,065,320	3,814,930	234,427,574

EXPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921.....	276,009	\$35,298,977	579,089	\$ 49,971,071	855,098	\$ 85,270,048
1922.....	310,875	34,277,042	1,091,306	68,886,767	1,402,181	103,163,809
1923.....	474,429	42,211,267	1,693,770	90,978,186	2,168,199	133,189,453
1924.....	497,935	39,202,900	2,686,043	130,306,063	3,183,978	169,513,963
1925.....	553,581	49,714,336	2,039,487	129,285,958	2,593,068	179,000,294

## EXPORTS OF APPLES—IN BOXES

China	13,232
Fiji .....	795
Germany	2,998
Holland .....	4,590
India	41
Japan .....	44
New Zealand ..	44,402
Philippines	12,512
Sweden .....	11,874
United Kingdom	109,407
Total	199,895

## EXPORTS OF FLOUR—IN TONS

Arctic	80
Australia ..	19
China .....	60,865
Fiji .....	4
Italy .....	221
Japan .....	8,075
New Zealand .....	119
Norway .....	5,490
Peru .....	25
Philippines .....	454
United Kingdom .....	5,051
United States .....	556
Total	80,959

## EXPORTS OF CANNED FISH, 1925—SHOWN IN CASES

Arabia .....	95
Africa, East	6,643
Africa, South .....	48,042
Africa, West ..	23,538
Algeria .....	425
Argentina .....	50
Australia .....	206,581
Belgium .....	42,544
Bolivia	100
Brazil .....	90
British Guiana .....	1,643
British West Indies	9,403
British Honduras .....	160
Chili .....	30,345
Canary Islands	300
China	12,657

## EXPORTS OF CANNED FISH, 1925—SHOWN IN CASES

—(Continued)

Colombia .....	3,993
Cuba .....	1,248
Denmark .....	447
Dutch Guiana .....	1,600
Dutch West Indies .....	5,523
Eastern Canada .....	82,799
Ecuador .....	6,547
Egypt .....	7,830
Fiji .....	21,969
France .....	370,711
Germany .....	1,357
Gibraltar .....	425
Greece .....	2,615
Guatemala .....	470
Haiti .....	855
Holland .....	11,453
India .....	8,519
Italy .....	119,582
Java .....	11,692
Japan .....	9,976
Martinique .....	3,051
Malta .....	550
Mexico .....	4,846
Mesopotamia .....	25
Morocco .....	350
New Zealand .....	64,728
Nicaragua .....	310
Norway .....	100
Palestine .....	526
Panama .....	960
Peru .....	8,485
Persia .....	165
Philippines .....	21,500
Porto Rica .....	9
Salvador .....	60
Spain .....	195
Straits Settlements .....	18,163
Sweden .....	478
Trinidad .....	3,282
United Kingdom .....	441,119
U. S. A. ....	24,208
Venezuela .....	7,469

Total..... 1,652,806

## EXPORTS OF SALT AND DRIED FISH—IN TONS

Australia	65
British West Indies	1
China	18,915
Fiji	2
Germany	91
Japan	20,163
New Zealand	3
United Kingdom	18
United States	567
Total	39,827

## GRAIN EXPORTS, 1925—SHOWN IN BUSHELS

Australia	3,300
Belgium	1,224,926
China	4,436,672
Colombia	7,500
Denmark	322,901
Eastern Canada	166
France	661,567
Germany	446,667
Holland	103,064
Italy	468,344
Japan	6,817,340
Local Points	92,436
Malta	37,333
New Zealand	24,163
Norway	205,334
Peru	186,066
Philippines	21,298
Straits Settlements	502
Sweden	1,304,067
United Kingdom	18,502,880
U. S. A.	1,666
Total	34,868,192

## EXPORTS OF SPELTER—IN TONS

Argentina .....	28
Australia .....	79
Belgium .....	2,892
China .....	2,888
France .....	4,124
Germany .....	4,157
Holland .....	13,719
India .....	421
Italy .....	4,690
Japan .....	28,630
New Zealand .....	362
Russia .....	381
Trinidad .....	449
United Kingdom .....	39,158
United States .....	18
<hr/>	
Total...	101,996



## NATIONALITY OF DEEP-SEA VESSELS, 1925

	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Germany	Italy	Nicaragua	Czech	Belgium	Panama	Total
January	26	27	12	3	2	1			2		1				73
February	28	20	6			2	1	2	2						61
March	32	25	11	1	2	1		1	1						75
April	28	24	10	1	1	1	1	1							67
May	29	23	9	2	4	1	1	2							71
June	22	26	6	1	1	1	1	1	1						60
July	33	21	9	3	2	1	1		2						72
August	31	23	12	4		1	1	1				1			74
September	32	27	13	1	3	1	1	1	1			1			81
October	46	21	13	6	2	3				1					92
November	37	23	25	5	1	2	2	2	1	1		1	1		101
December	32	25	21	1	1	2	2		1	1				1	87
Total	376	285	147	28	19	17	11	12	12	3	1	3	1	1	916

## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	British	C. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Peru	Chili	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Steamers	Motor Vessels	Sailing Vessels	
1909	71	195,789	36	20	...	7	1	...	...	...	1	3	...	...	...	...	...	...	...	7	10	...	51	...	26	
1910	84	236,579	56	13	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	72	...	12	
1911	90	351,098	54	27	...	7	1	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	77	...	13	
1912	112	288,656	59	37	4	5	...	...	1	1	...	...	...	3	1	...	...	...	...	1	...	...	102	...	10	
1913	132	365,953	67	48	4	1	...	...	1	1	2	...	...	1	...	...	...	...	...	7	...	...	118	...	14	
1914	No records available.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1915	237	683,538	76	115	37	2	...	...	1	...	5	...	1	...	...	...	...	...	...	...	...	...	225	...	12	
1916	343	928,006	102	175	46	11	...	...	2	...	2	2	...	...	...	...	...	...	...	...	...	...	327	...	16	
1917	240	768,094	87	102	34	13	...	...	1	3	...	...	...	...	...	...	...	...	...	...	...	...	230	...	9	
1918	298	851,186	96	146	41	10	...	...	2	1	1	...	...	...	1	...	...	...	...	...	...	...	275	...	9	
(9 months)																										
1919	328	1,016,177	122	114	28	17	32	3	5	...	...	7	...	...	...	...	...	...	...	...	...	...	316	...	8	
1920	336	1,163,699	154	150	15	3	9	3	...	2	...	...	...	...	...	...	...	...	...	...	...	...	316	...	11	
1921	496	1,867,265	190	190	84	5	4	10	6	6	...	...	1	...	...	...	...	...	...	...	...	...	481	...	5	
1922	717	2,474,724	303	225	122	25	15	17	7	3	...	...	...	...	...	...	...	...	...	...	...	...	659	...	6	
1923	845	2,804,883	338	283	129	37	18	15	8	7	...	...	...	1	...	...	1	1	...	7	...	...	778	...	12	
1924	1,009	3,404,355	422	293	123	71	19	20	21	11	2	...	...	1	1	...	2	2	5	27	...	...	924	...	9	
1925	916	3,175,885	376	285	147	28	19	17	11	12	...	...	...	3	...	...	...	1	1	12	1	...	3	790	...	8

## REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.

## TO EUROPE—

LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
Blue Star Line	Br.	U. K. and Continental ports	Occasional	Canadian Robt. Dollar Co. Ltd.
Can. Govt. Merchant Marine	Br.	Liverpool, Avonmouth, Glasgow	Monthly	C. G. M. M. Ltd.
Can. Govt. Merchant Marine	Br.	London, Antwerp	Monthly	C. G. M. M. Ltd.
Cie. Gle. Transatlantique	Fr.	Bordeaux, Havre, Antwerp (U. K. if inducement)	Fortnightly	Empire Shipping Co. Ltd.
East Asiatic Line	Dan.	Hull, Hamburg, Scandinavian ports	Monthly	Johnson, Walton Co. Ltd.
Ellerman-Bucknall	Br.	U. K. and Continental ports	Occasional	B. W. Greer & Son Ltd.
Furness Line	Br.	London, Liverpool, Manchester, Glasgow	Fortnightly	Furness (Pacific)
Harrison Direct Line	Br.	London, Liverpool	Monthly	Balfour, Guthrie & Co. Ltd.
Royal Mail Steam Packet Company—	Br.			
Holland America Line; Joint Service—	Du.	Liverpool, London, Rotterdam, Antwerp	Fortnightly	R. M. S. P. Co.
Ishmian Line	U. S.	London, Avonmouth, Liverpool, Glasgow	Monthly	B. W. Greer & Son Ltd.
Johnson Line	Sw.	Scandinavian ports (U. K. if inducement)	Monthly	C. Gardner Johnson Ltd.
Navigazione Libera Triestina	Ital.	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste	Monthly	Empire Shipping Co. Ltd.
Norway Pacific Line	Nor.	Scandinavian ports (U. K. if inducement)	Monthly	Can. American Shipping Co. Ltd.
United American Lines	Ger.	London, Antwerp, Hamburg, Bremen	Monthly	Dingwall, Cotts & Co.

## TO ORIENT—

American Oriental Line	U. S.	Japan and China ports and Philippines	Monthly	Canadian Robt. Dollar Co. Ltd.
Blue Funnel Line	Br.	Yokohama, Kobe, Hong Kong	Monthly	Dodwell & Co. Ltd.
Canadian American	Chartered	Yokohama, Kobe, Osaka	Monthly	Can. American Shipping Co. Ltd.
Canadian Pacific Steamships Ltd.	Br.	Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila	Three-weekly	C. P. S. S. Ltd.
Mitsui	Jap.	Japan ports	Occasional	John Galt
Nippon Yusen Kaisha	Jap.	Yokohama, Kobe, Dairen, Shanghai, Hong Kong	Fortnightly	B. W. Greer & Son Ltd.
Osaka Shosen Kaisha	Jap.	Yokohama, Kobe, Moji, Shanghai (Nagasaki, Dairen, Taku, Tsingtau—if inducement)	Fortnightly	Empire Shipping Co. Ltd.
Yamashita Kisen Kaisha	Jap.	Japan ports	Frequent	Yamashita K. K.

## TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI—

Canadian-Australasian Royal Mail Line	Br.	(1) Honolulu, Suva, Auckland, Sydney	Monthly	Can.-Australasian Royal Mail Line
		(2) Principal ports Australia and New Zealand	Monthly	Can.-Australasian Royal Mail Line
Pacific-Australia Line	U. S.	Principal Ports Australia and New Zealand	Monthly	Dingwall, Cotts & Co.
Transatlantic Steamship Co. Ltd.	Sw.	Brisbane, Sydney, Newcastle, Melbourne, Adelaide	Occasional	Empire Shipping Co. Ltd.

## TO ATLANTIC COAST U. S. and CANADA—

LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
Argonaut Line	U.S.	U. S. Atlantic ports	Monthly	B. W. Greer & Son Ltd.
Can. Govt. Merchant Marine	Br.	Canadian Atlantic ports	Monthly	C. G. M. M. Ltd.
Dollar Line	U.S.	U. S. Atlantic ports	Monthly	Canadian Robt. Dollar Co. Ltd.
Isthmian Line	Br.	U. S. Atlantic ports	Monthly	B. W. Greer & Son Ltd.
Kirkwood Line	Br.	Toronto, Hamilton, Montreal	Occasional	Kirkwood & Co.
Moore-McCormick	U.S.	U. S. Atlantic ports	Occasional	Can.-American Shipping Co. Ltd.
Pacific-Caribbean Gulf Line	U.S.	U. S. Gulf ports	Monthly	Dingwall, Cotts & Co.

## TO CENTRAL AND SOUTH AMERICA AND WEST INDIES—

Canada-West Indies Line	Chartered	Port of Spain (Trinidad), other W. I. ports if inducement	Every 6 weeks	Canadian Transport Co. Ltd.
Cie. Gle. Transatlantique	Fr.	Martinique, Nicaragua, Salvador, Guatemala	Fortnightly	Empire Shipping Co. Ltd.
Svea Steamship Co.	Sw.	Cuban ports	Monthly	Empire Shipping Co. Ltd.
Grace Line	U.S.	West Coast South America	Monthly	C. Gardner Johnson Ltd.
Pacific-Argentine-Brazil Line	U.S.	Brazil, Uruguay, Argentine ports via Panama	Monthly	Dingwall, Cotts & Co.
Pacific-Caribbean Gulf Line	U.S.	Call at Central American Gulf ports if inducement	Occasional	Dingwall, Cotts & Co.
Pan Pacific Line	U.S.	West Coast South America	Occasional	B. W. Greer & Son Ltd.
Westfal-Larsen Company Line	Nor.	East Coast South America via Magellan)	Monthly	Empire Shipping Co. Ltd.
Winge & Co.	Nor.	West Coast South America	three-weekly	Empire Shipping Co. Ltd.

## TO CALIFORNIA—

Admiral Line	U.S.	San Francisco, San Pedro, San Diego	Weekly	Pacific S.S. Co.
Can. Govt. Merchant Marine	Br.	San Francisco, San Pedro, San Diego	Weekly	C. G. M. M.
Kingsley	Br.	San Francisco	Weekly	Kingsley Navigation Co. Ltd.



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Government  
Publications

# The Port of Vancouver

BRITISH COLUMBIA



## Annual Report

1926







# ANNUAL REPORT

OF THE  
HARBOUR  
COMMISSIONERS  
OF  
VANCOUVER

BRITISH COLUMBIA

Incorporated by Act of the Parliament of Canada,  
16th of May, 1913



*Point Atkinson Lighthouse at Westerly  
Boundary of Harbour Limits*

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For the Year 1926

23-3-43



# Harbour Commissioners of Vancouver, B. C.

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TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR :

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1926 is herewith respectfully submitted.

We have the honor to be,

Sir,

Your obedient servants,

F. R. MCD. RUSSELL, *President.*

A. M. POUND, *Commissioner.*

B. GEO. HANSULD, *Commissioner.*



# ANNUAL REPORT

## 1926



THOUGH adverse conditions militated against the commerce of the Port of Vancouver and the volume of business transacted fell short of the expectations entertained during the earlier part of the year, it is gratifying to be in a position to record substantial progress.

The total number of vessels of all classes, including local coastwise, foreign coastwise and deepsea which entered the port in 1926 was 19,767 as compared with 19,028 in 1925, showing a handsome increase of 739 vessels, and this advance is not accounted for by an abnormal addition to any one class of shipping but by a healthy increase in each of the classes of shipping mentioned above, respectively as follows, 63, 521 and 155.

It is interesting to note in this connection that since 1909, a period of seventeen years, the deepsea vessels entering the port have increased from 71 to 1,071, and the net tonnage of deepsea vessels has increased in the same period from 195,789 tons to 3,698,066 tons. These figures alone point clearly to the place among the world ports towards which Vancouver, B. C. is steadily advancing.

Commensurate with the increase in the number of vessels is the expansion of the commercial business of the port, as represented both by exports and imports.

It should be noted here that in the tables showing "Imports and Exports, Local Coastwise, Foreign Coastwise and Deepsea," "Total Imports and Exports" and "Imports and Exports by Countries," logs and lumber have this year been converted into tons and included in "Total Cargo" and, while this system was not followed in the 1925 Annual Report, the figures for 1925 have been adjusted so as to



*Empress of Canada, Passing Prospect Point*

include logs and lumber and are so entered in this year's tables, for the purpose of enabling readers to make an easy comparison.

The total imports for 1925 given as 3,814,809 tons as against 4,681,910 tons in 1926, marks an increase of 867,101 tons, which works out at about 23% in advance of the previous year.

The total exports for 1926 amounted to 3,353,512 tons as compared with 2,600,167 tons in 1925, showing a difference of 753,345 tons in favour of 1926 or an advance of approximately 29%.

In analysing these returns certain interesting features become apparent.

## FISH

The export of Canned Fish fell off to the extent of 349,515 cases, the comparative quantities for 1925 and 1926 respectively being 1,652,806 and 1,303,291 cases. The movement to the United Kingdom dropped from 441,119 cases to 254,926, while on the other hand Australia advanced from 206,581 to 267,145 cases, and New Zealand also increased in her demand. The requirement of France dropped from 370,711 to 213,381 cases. China and Japan are not heavy buyers of this commodity but their 1926 purchases were respectively about one-fourth and one-third of what they took in 1925. The temporary

falling off in this traffic is no doubt due to abnormal economic conditions resulting from various causes, including, probably, fluctuations in French exchange and reduced buying capacity consequent on the labour unrest in the Old Country.

The export of Salt and Dried Fish on the other hand was marked by a very material improvement, due almost entirely to a greater demand by China and Japan whose markets absorb practically all the salt and dried fish shipped from this port.



*B. C. Canned Salmon in Ballantyne Pier*

### LOGS AND LUMBER

Perhaps the most conspicuous feature in the year's business was the record volume of lumber and logs exported foreign.

1924 held first place in the history of this line of trade with a total of 432,652,770 F.B.M. In 1925 the foreign export total dropped to 381,620,070 F.B.M., while in 1926 this total rose to

514,796,430 F.B.M., thereby making 1926 the most successful year on record, with an advance over the previous record year, 1924, of over 82,000,000 feet and an advance over 1925 of more than 133,000,000 feet.

In examining the distribution of this business, it is interesting to note that very considerable consignments went to Empire destinations. New Zealand got over twenty million feet, Australia about twelve million, Eastern Canada more than eighteen million, India one and a half million, South Africa ten and a half million, and the United Kingdom close on to nineteen million feet.

The largest consumers were Japan with two hundred and sixty-five and a half million and the United States of America with one hundred and fifty-three million feet.



*Loading Lumber and Logs, Lapointe Pier and No. 1 Jetty*



## GRAIN

Owing to a combination of adverse circumstances the grain shipment through the port did not approximate the volume of business that was confidently anticipated by those most familiarly acquainted with conditions in the prairies and most directly interested in the business.

When the serious problems created in 1925 by an unusual proportion of tough grain had been disposed of to the best possible advantage by the united efforts of the elevators, the railroads and the merchants and brokers, it was devoutly hoped that such another season would not be experienced for a long time to come, but on the other hand there was good reason for confidence that, in the event of a recurrence of such unfavorable conditions, the elevator operators would be in a position to handle the situation expeditiously on account of the fact that, with new grain driers installed in No. 2 and No. 3 Elevators, the rated drying capacity at the port had been increased to 4,000 bushels per hour, which would enable the elevators to dry fast enough to prevent congestion. But as it happened, there were other difficulties to reckon with.

During the months which keep the farmer anxiously observant, the indications in 1926 promised a large crop of high-grade grain. Almost up to the usual time of harvesting, these indications continued, the weather being ideal for ripening the grain, and particularly so in



*Shipment of 52 Taxi Cabs for Australia, Loaded on S.S. "Roxen," May 22nd, 1926*



the Province of Alberta, which embraces the grain-producing territory immediately tributary to Vancouver.

The high expectations, however, gave place to disappointment when, on the eve of harvest prolonged heavy downpours of rain and snowstorms played havoc with the rich crops. The snow destroyed the grain over large areas, cutting was seriously interrupted, the crop reaped was only average in volume and a large proportion of the grain was graded tough.



*No. 3 Elevator, Leased to United Grain Growers Limited. Capacity 650,000 Bushels  
(1,000,000 Bushels to be Added in 1927)*

During the latter part of October and the early days of November grain rolled in, and by the end of the first week in November all the elevators were practically full. As previously stated, the drying equipment at the port was of ample capacity but this did not prevent congestion because free movement through the elevators which the driers were capable of effecting was counteracted by another adverse circumstance, namely the fact that vessels were not available in sufficient number to take the grain away.

During the general strike in Great Britain, tempting rates were offered vessels to carry coal to the British Isles and consequently many



Above:—Lapointe Pier, No. 1 Jetty, No. 1 Elevator and Vancouver Terminal Elevator  
Below:—Ballantyne Pier and No. 2 Elevator

vessels, ordinarily available for Vancouver grain shipments, were retained in the Atlantic service with the result that ocean rates from Vancouver to the grain markets of the United Kingdom reached a level that placed the Vancouver exporter under a serious disadvantage in



*The "Jerseymoor" Loaded with 156,162 Bushels Wheat for Continent  
The "Axel Johnson" on Maiden Voyage Loading Grain at No. 1 Jetty*

competing with exporters who shipped through Montreal or American Atlantic ports.

While the unsettled conditions in China and the fact that both Australia and the Argentine Republic had large supplies of grain for export were, in a measure, contributory causes there can be no doubt that the conditions outlined above in regard to the scarcity of ocean carriers and the unequal competitive ocean rates as compared with the Atlantic were the principal reasons why the export of grain through the Port of Vancouver in 1926 fell short of the estimates and expectations that had been entertained.

Nevertheless, notwithstanding the disappointing effects of climatic and competitive conditions, the volume of grain exported in the calendar year 1926 was 45,229,906 bushels, which represents an increase of more than ten million bushels over the amount exported in the previous calendar year.



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53A PACIFIC AIRWAYS, LTD.

*Pulp and Paper Plant near Vancouver*



### PULP AND PAPER

The bulk of the paper shipped from the port went to New Zealand, Australia and Japan and there was a slight improvement in 1926 over the previous year, the figures being 8,800 tons as against 8,407 tons.

Pulp export, which practically all went to Australia and Japan, amounted in 1926 to 22,483 tons as compared with 10,012 tons in 1925. It should be noted that these figures represent only the shipments of paper and pulp through the Port of Vancouver and afford no indication of the volume of the export of these commodities from local mills as they are merely a portion and, in the case of paper, particularly, a very small portion of the business, compared with the shipments which go direct from the works.

### PILCHARD OIL AND FISH MEAL

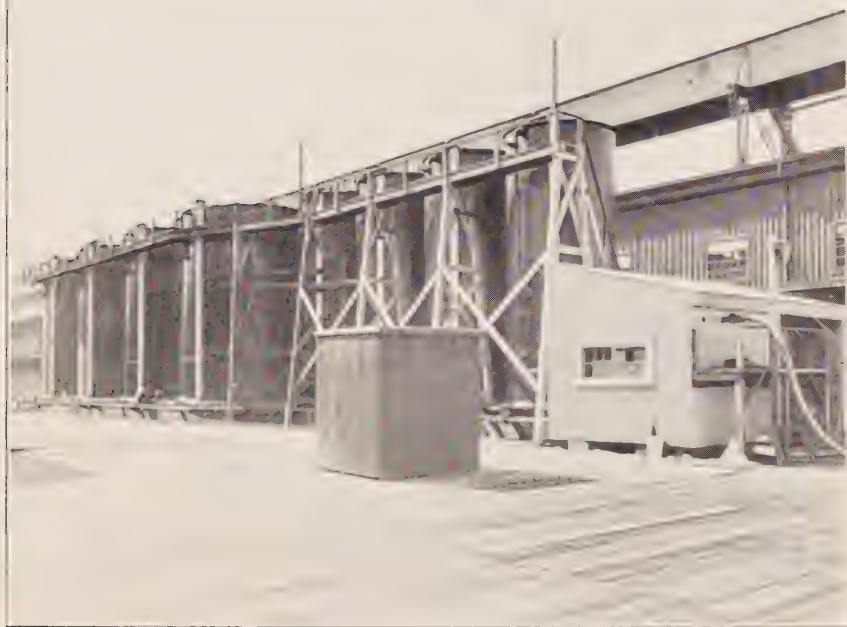
The manufacture of these commodities has recently developed to considerable proportions and promises to become an important addition to the manufacturing industries of British Columbia. The location of the industry is the west coast of Vancouver Island.

In order to provide for the movement of the oil through Vancouver, in bulk, by steamer to the United Kingdom and other markets, storage tanks and accessory handling facilities were installed by the Commissioners with a capacity of 200,000 gallons. Oil may also be shipped through these tanks by tank cars overland to Eastern points.

The Canadian Pacific Railway also recently installed tanks having a capacity of 40,000 gallons but these were constructed primarily for shipment east by tank car over the Company's railway.

Supplementary to the manufacture of pilchard oil, a new business developed in fish meal, which is the residue from the pilchard oil manufacture and is exported in large quantities to the Orient. The vessel carrying the fish oil also gets the carriage of the fish meal, so that revenue is derived from both products.

While pilchard oil is a seasonal commodity, moving between the months of August and November, the facilities for handling it are not limited in their use to this oil alone but are serviceable for handling other oils, after the close of the fish oil season—such oils for instance as vegetable oils, wood oil, peanut oil, cocoanut oil, and there is good



*Loading Pilchard Oil for Old Country  
Oil Tanks at Lapointe Pier. Capacity 200,000 Gallons*

reason for the expectation that a large volume of business in such oils, in addition to the pilchard oil, will accrue to the Port of Vancouver and Canadian railroads as a result of the installation of these facilities.

The amount of pilchard oil handled through the Commissioners' tanks, which were only completed for operation on 15th August, 1926, was 237,878 gallons and the quantity of fish meal was 3,418 tons.

The Canadian Pacific Railway handled 925,500 gallons of fish oil and 3,702 tons of fish meal, making a total for the port in its initial season of 1,163,378 gallons of fish oil and 7,120 tons of fish meal.

## FLOUR

China is the best market for this commodity, the quantity consigned to this country being approximately two-thirds of the total export, which was 103,146 tons or 22,187 tons more than in the previous year. Japan was a comparatively small buyer.

The Orient as a flour market is somewhat of a problem. While there is undoubtedly a growing taste for wheat products, they are still to a great extent luxuries and subject to a class limitation: in other words, within the reach of only the better-off section of the people as regular elements of diet.

Another important feature of the problem is the fact that in recent years Japan has been assiduously developing the milling business and was reported to have at the beginning of 1926 an estimated daily capacity of over 37,920 barrels and to be in a position to fill the requirements of her domestic market with a considerable margin over.

China also has quite a number of mills, but the milling industry there has not developed to anything like the extent to which it has progressed in Japan. The situation, therefore, appears to be that Japan, having overtaken her present domestic requirements, has entered the field as a competitor for the Oriental flour market.

The construction of elevators in the East, by means of which grain may be delivered in bulk instead of in sacks, will assist Japan in her enterprise and may also stimulate the milling industry in China and on the measure of success attending this industry depends the answer to the question whether in the future the Orient will want more wheat and less flour or vice versa.





*Flour for the Orient*

## APPLES

In the shipments of apples there was an advance over the previous year of 85,097 boxes.

## LEAD AND ZINC

These commodities showed an increase of 12,009 tons, the bulk of the export going to the United Kingdom and Japan.

## EASTERN CANADA VIA PANAMA CANAL

A very gratifying feature of the year's trade was the continued expansion of both import and export business between Vancouver and Eastern Canada via the Panama Canal, as shown by the following comparative figures:

1924 Exports to Eastern Canada.....	20,473 tons
1925    "    "    "    "    " .....	27,955   "
1926    "    "    "    "    " .....	40,340   "
1924 Imports from Eastern Canada	25,637 tons
1925    "    "    "    "    " .....	28,583   "
1926    "    "    "    "    " .....	35,978   "

Although lumber is included in the above figures, the comparative exports of this product for the three years mentioned will be interesting:

1924 Lumber exported to Eastern Canada	10,708,848 F.B.M.
1925    "    "    "    "    " .....	13,519,518   "
1926    "    "    "    "    " .....	18,092,736   "

Business with Australia and New Zealand also showed very satisfactory progress. The combined exports to the two countries increased 25 per cent., while the combined imports from the two countries were almost trebled.

Passenger traffic at the port shows significant increase, both in passengers landed and passengers shipped.



*Photo by Courtesy of Department of Trade & Commerce*

*Alberta Butter Going to England*

*Above:—Loading at Vancouver. Below:—Arrival at Liverpool*

The conclusion arrived at, after perusal of this survey of the commerce of the port, is that 1926 was another year of substantial progress.



*Coastwise Steamers Entering and Leaving the Harbour*

## CONSTRUCTION WORK

## NORTH SHORE DEVELOPMENT

The most important construction work undertaken by the Commissioners during the year was in connection with the terminal railway on the north side of the harbour.

Although the potentialities of the territory on the north side of the harbour for industrial development have long been appreciated, the possibility of utilising its natural and economic advantages to any great extent was precluded by the absence of railway service, and such service could not be obtained until the North Shore had been linked by a traffic connection with the South Shore, where the terminals of all the railroads are located. This link having been provided by the Second Narrows Bridge, the Commissioners proceeded to make arrangements for the extension of their terminal railway system across the bridge and along the North Shore. Right-of-way was acquired and grading was begun on the 12th of July.

In addition to the land required for right-of-way, other lands were purchased for storage yards and development purposes, including the reclamation and bulkheading of a waterfront area at D.L. 274, which provides between 13 and 14 acres of centrally situated land to be leased for manufacturing, commercial or shipping purposes, on attractive terms both as regards length of tenure and rental rates.

The land purchase involved in this scheme, together with railway grading and track-laying, will cost in the neighborhood of one million dollars.

## BALLANTYNE PIER STORAGE YARD

Tracks 8 to 14 were extended at the Ballantyne Pier yard 400 feet westward, thereby increasing the car storage capacity by fifty-four cars.

## No. 1 JETTY

Dredging of the Inner West Berth at this jetty was completed, and a mooring platform was constructed to serve vessels using this berth. At the same time, the quay wall on the east side of Lapointe Pier was extended to meet the mooring platform.





*Terminal Railway Right-of-way, North Vancouver*  
Above:—September, 1926. Below:—December, 1926



*First Train Across Second Narrows Bridge (With Rails for Terminal Railway)  
Reclaimed area, North Vancouver. For Industrial Development.*



### NO. 2 ELEVATOR

A grain drier was installed at No. 2 Elevator with a rated capacity of 1,000 bushels per hour, bringing the rated drying capacity of the port up to 4,000 bushels per hour.

To extend the scope of the operation of this drier, a cross conveyor belt, with tripper, was installed from the shipping legs across the bin floor to the drier.

The cleaning facilities of this elevator were increased by the addition of a Carter disc separator, making a total of four Carter disc separators in this house.

### NO. 3 ELEVATOR

In this elevator, under lease to the Burrard Elevator Company Limited, the automatic sprinkler system was carried to completion, as a result of which fire hazard has been greatly reduced and a very moderate insurance rate established. Protective improvements to the jetty at this elevator were also carried out.

### GRANVILLE ISLAND

The original steel water-pipe installed on Granville Island was completely replaced by cast-iron pipe, this type of pipe being chosen to avoid deterioration to the water system by the corrosive effect which the saline properties of the filled land has on steel pipe.

### OFFICE BUILDING, BALLANTYNE PIER

Owing to the demand for space for commercial purposes in the sheds at the Ballantyne Pier, certain parts of the sheds which had been used to house part of the clerical staff had to be vacated, and a modern office building, characterised by abundance of light and splendid ventilation, was constructed.

### FISH OIL TANKS

To meet the demand for facilities to handle pilchard oil, the manufacture of which on the west coast of Vancouver Island has recently developed into an industry of considerable interest, oil tanks and

accessory requirements were installed on Lapointe Pier, with a capacity of 200,000 gallons.

### SURVEYS, ETC.

A survey, covering revision of harbour headline, was made of the section from Coal Harbour to Second Narrows Bridge, on the South Shore of the harbour, and a new headline location determined.

Annual underwater inspection of structures was carried out, and all necessary repairs were executed.

In addition, a number of surveys were made in connection with potential future developments.

### CANADIAN PACIFIC RAILWAY COMPANY'S NEW PIER

To accommodate its own and other trans-oceanic ships, the Canadian Pacific Railway Company constructed a concrete pile pier, known as Pier B-C. This structure is the result of combining earlier plans for two separate piers, B and C, which the railway company at one time intended to construct between their existing Piers A and D.

The foundation consists of a filled core and 6,000 reinforced concrete piles, supporting a concrete deck 1,140 ft. long and 331 ft. wide, with a 400-ft. berth at the outer end, which is skewed to conform to the harbour headline.

The main deck is designed to carry a uniform live load of 600 lbs. per square foot, and carries two single-deck transit cargo sheds, running from the pier entrance building, at the shore end, the full length of the pier. These sheds are 109 ft. wide and lie on either side of a central, depressed area containing four tracks.

The outboard decks, or aprons, are 30 ft. wide, extending along the entire length of the pier on each side, and contain two tracks on each apron. Each apron is equipped with a five-ton Babcock & Wilcox travelling cargo crane. Eight marine elevators are installed on the outboard sides of the pier—three on each side and two on the outer end—to facilitate the quick handling of ships' cargoes and baggage from the steamships' side ports. These elevators are known as the "Barlow" type.

The entrance building is a two-storey steel frame structure, finished in light buff stucco with terra cotta tile roof, and provides a handsome

facade to the shore end of the pier. This building is provided, on the lower floor, with storage space and driveways into the shed, and on the upper floor, passenger handling facilities, baggage, office and store-rooms for the Canadian Pacific Ocean Steamship Service.

Leading from the upper storey of this building, along each side of the pier and over the transit sheds, are passenger promenades, roofed with terra cotta tile. From these there are provided movable gangways leading directly to the ships.

A steel frame viaduct, with a concrete roadway, connects the upper floor of the entrance building with Burrard and Granville Street viaducts, while ramps connect this upper level with the main deck of Pier B-C and Piers A and D.

The transit sheds have an approximate cargo capacity of 25,000 tons, based on a measured ton of forty cubic feet, and piling to six feet, with due allowance for gangways and alleyways.

2,680 lineal feet of berthage is provided—1,140 ft. on each side of the pier and a 400-ft. berth at the outer end. This gives ample accommodation for five cargo ships or freighters, or two trans-Pacific passenger liners and one freighter or coastal vessel.

Modern facilities and equipment for the prompt, rapid and economical handling of freight, baggage and passengers are provided, including baggage lifts in the entrance building and a twenty-ton truck elevator, with a platform of 12 ft. x 35 ft. operating between the two levels.

Commodious interior passenger accommodation in the entrance building includes waiting rooms, smoking rooms, lavatories, etc., and at the outer end is a large passenger waiting room with observation windows.

The exterior design is distinct in character, the colour generally being light buff, with stucco finish on the entrance and outer buildings.

The structure was ready for freight service in August, 1926, the first ship to dock being the Royal Mail Steam Packet *Noorderdyk*, which discharged cargo on August 27, 1926. It is expected that the pier will be open for passenger traffic in June, 1927.

Vancouver, B. C., 28th February, 1927.





*Canadian Pacific Railway Pier, B.C.*





*Train of 13 Cars Leaving Ballantyne Pier for Eastern Points with 4,353 Bales of Silk*





*Unloading Silk from Orient*

Tonnage handled over the Commissioners' Piers and Jetties, as shown in following tables, mark a decided improvement over 1925.

### BALLANTYNE PIER

#### GENERAL TONNAGE STATEMENT FOR YEAR 1926

Deep-sea Vessels Berthed .....	285
Coastal Vessels Berthed .....	730

#### INWARD DEEP-SEA VESSELS—

General Cargo—Handled .....	125,011 tons
General Cargo—Alongside cars .....	1,146 “
General Cargo—Overside .....	7,555 “
Total .....	133,712 “

#### COASTAL VESSELS INWARDS—

General Cargo .....	52,096 “	Total—185,808 tons
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#### OUTWARD DEEP-SEA VESSELS—

General Cargo—Handled .....	110,017 tons		
General Cargo—Alongside cars .....	5,859 “		
General Cargo—Overside .....	5,835 “	Total—121,711 tons	
Lumber—Handled .....	1,301,379 ft.		
Lumber—Cars alongside .....	3,374,926 “		
Lumber—Overside .....	12,601,091 “	Total—17,277,390 ft.	
Logs—Overside .....		21,213,009 ft.	
Shingles—Overside .....	1,864 M pieces		200 tons
LathOverside .....	3,069 M pieces		400 tons

COASTAL VESSELS OUTWARDS .....	13,812 tons
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### LAPOINTE PIER

#### GENERAL TONNAGE STATEMENT FOR YEAR 1926

Deep-sea Vessels Berthed .....	169
Coastal Vessels Berthed .....	104

#### INWARD DEEP-SEA VESSELS—

General Cargo—Handled .....	5,844 tons	
General Cargo—Overside .....	2,861 “	Total 8,705 tons

#### INWARD COASTAL VESSELS—

General Cargo .....	9,264 tons	9,264 “
Total .....	17,969 “	

## INWARDS DEEP-SEA VESSELS—

Lumber—Overside ..... 354,000 ft. B.M.

## INWARDS COASTAL VESSELS—

Lumber—To shed ..... 724,304 ft. B.M.

## DEEP-SEA VESSELS OUTWARDS—

General Cargo—Handled .....	22,282 tons	
General Cargo—Alongside cars .....	333 “	
General Cargo—Overside .....	3,084 “	Total—25,699 tons
Lumber .....	739,826 ft. B.M.	
Lumber—Alongside cars .....	1,810,782 “	
Lumber—Overside .....	26,780,541 “	Total—29,331,152 ft.
Logs—Overside .....		47,153,303 ft.
Shingles—Handled .....	300 M pieces	33 tons
Shingles—Overside .....	5,865 M pieces	645 tons
Lath—Overside .....	196 M pieces	225 tons

## No. 1 JETTY

## GENERAL TONNAGE STATEMENT FOR YEAR 1926

Deep-sea Vessels .....	144
Lumber—Loaded overside .....	4,772,425 ft. B.M.
Logs—Loaded overside .....	7,932,136 ft.
General Cargo—Overside .....	831 tons
General Cargo—Ex Dock .....	22 tons
Bulk Grain—Ex Elevator .....	15,997,618 bushels

*Note.*—The above does not include Lumber and Logs loaded overside at leased berth, Canadian Transport Co., from May to December. Rentals \$4,000.00.

## No. 3 JETTY

## STATEMENT OF CARGO LOADED TO VESSELS, YEAR 1926

Deep-sea Vessels .....	77
Lumber—Loaded overside .....	793,896 ft. B.M.
Logs—Loaded overside .....	178,000 ft.
General Cargo—Ex Dock .....	154 tons



COMPARATIVE RECORD OF SHIPPING, 1925 AND 1926 *Continued*

## FOREIGN COASTWISE

	No. of Ships		Gross Tons		Net Tons	
	1925	1926	1925	1926	1925	1926
January .....	34	109	11,807	237,471	8,930	130,624
February .....	38	113	10,207	190,803	8,063	104,879
March .....	23	122	9,172	220,982	6,332	121,605
April .....	23	121	9,401	203,093	5,976	114,124
May .....	29	112	11,779	313,580	8,358	161,020
June .....	29	138	9,247	444,135	6,743	214,704
July .....	170	145	491,417	480,309	243,307	225,751
August .....	141	155	478,523	470,134	276,026	228,350
September .....	144	149	435,904	420,407	209,615	202,859
October .....	131	140	367,803	275,674	198,121	157,511
November .....	122	123	281,175	238,429	158,485	130,527
December .....	143	121	265,160	215,637	149,998	108,988
Total .....	1,027	1,548	2,381,595	3,710,654	1,279,954	1,900,942
						Increase—620,988

Prior to July 1st, 1925, C. P. R. triangular run was included in Local Coastwise,  
since that date in Foreign Coastwise.

Increase—521

## COMPARATIVE RECORD OF SHIPPING, 1925 AND 1926—Continued

	DEEP SEA					
	No. of Ships		Gross Tons		Net Tons	
	1925	1926	1925	1926	1925	1926
January	75	121	383,910	637,701	237,667	405,344
February	61	87	338,423	476,803	211,390	296,817
March	75	87	390,619	492,888	250,910	316,665
April	67	92	375,137	530,484	232,979	332,148
May	71	87	423,475	467,989	259,066	289,330
June	60	73	344,114	373,195	212,247	237,235
July	72	82	411,235	467,828	256,084	291,967
August	74	77	403,719	427,785	249,856	267,949
September	81	84	452,342	440,092	278,618	272,341
October	92	89	524,534	489,996	321,722	308,130
November	101	104	568,909	590,089	359,040	372,552
December	87	88	486,685	482,875	306,306	307,588
Total	916	1,071	5,103,102	5,877,725	3,175,885	3,698,066
	Increase—155		Increase		Increase—522,181	



## TOTAL SHIPPING

	No. of Ships		Gross Tons		Net Tons	
	1925	1926	1925	1926	1925	1926
January .....	1,308	1,421	958,096	1,316,321	600,381	835,302
February .....	1,239	1,325	870,482	1,064,574	559,646	663,084
March .....	1,423	1,428	976,218	1,174,848	642,429	738,528
April .....	1,406	1,535	977,563	1,247,534	621,838	777,979
May .....	1,569	1,772	1,237,661	1,471,280	749,672	876,634
June .....	1,633	1,850	1,270,366	1,477,333	745,910	860,310
July .....	1,921	1,794	1,630,405	1,698,830	938,600	977,532
August .....	1,864	1,786	1,602,705	1,622,906	968,158	943,638
September .....	1,842	1,793	1,488,612	1,497,135	870,321	861,916
October .....	1,826	1,930	1,460,248	1,333,402	894,010	737,510
November .....	1,631	1,686	1,238,315	1,347,636	837,551	844,634
December .....	1,366	1,447	1,205,243	1,229,159	750,330	750,561
Total .....	19,028	19,767	14,915,914	16,480,958	9,178,846	9,867,628
		Increase 739		Increase—1,565,044		Increase—688,782

## NATIONALITY OF DEEP-SEA VESSELS, 1926

	British	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Germany	Italy	Nicaragua	Greece	Belgium	Panama	Total
January	48	24	29	9	1	2	2	2	2	1			1		121
February	34	23	14	6	1	2	2	1	2	1		1			87
March	33	21	17	6	2	2	2	1	1	1			1		87
April	39	22	11	6	4	2	1	1	1	3			1	1	92
May	43	23	8	4	.....	.....	1	4	1	1			1	1	87
June	26	23	4	6	3	1	3	1	3	2			1		73
July	37	24	7	5	1	1	3	1	2	1					82
August	27	23	9	5	1	4	2	.....	2	3				1	77
September	38	27	8	2	3	1	1	1	1	2				1	84
October	29	25	15	5	2	2	3	4	2	2					89
November	41	24	22	5	3	.....	4	2	1	2					104
December	35	24	14	4	2	4	.....	3	1					1	80
Total	430	283	158	63	23	21	24	21	18	19		1	5	5	1,071

## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Pern	Chile	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Steamers	Motor Vessels	Sailing Vessels	
1909	71	195,789	36	20		2	1													2			15		20	
1910	84	236,579	56	13			1				1	3								10			72		12	
1911	90	351,098	54	27		7	1													4			77		13	
1912	112	288,656	59	37	1	5			1	1				3	1					1			102		10	
1913	132	365,953	67	18	4	1			1	1	2			1						7			118		14	
1914	No records available.																									
1915	237	683,538	76	115	37	2			1		5		1										225		12	
1916	343	928,006	102	175	46	14			2		2	2											327		16	
1917	240	768,094	87	102	34	13			1	3						1							230	1	9	
1918	298	851,186	96	146	41	10			2	1	1												275	14	6	
(9 months)																										
1919	328	1,016,177	122	114	28	17	32	3	5			1											316	4	8	
1920	336	1,163,699	154	150	15	3	9	3		2													316	9	11	
1921	496	1,867,265	190	190	84	5	4	10	6	6			1										481	10	5	
1922	717	2,474,724	303	225	122	25	15	17	7	3													659	52	6	
1923	845	2,804,883	338	283	129	37	18	15	8	7				1			1	1	1	7			778	55	12	
1924	1,009	3,404,355	422	293	123	71	19	20	21	11		2		4			2	2	5	27			924	76	9	
1925	916	3,175,885	376	285	147	28	19	17	11	12				3				1	1	12	1		3	790	118	8
1926	1,071	3,698,066	430	283	158	63	23	21	24					19					5	18	5		1	869	197	5

## LOCAL COASTWISE IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January	258,179	266,058	111,288,102	87,583,120	\$3,896,785	\$5,747,194
February	175,822	273,596	59,933,592	91,496,707	2,760,048	4,240,399
March	215,083	287,759	82,180,009	95,067,823	2,977,892	3,954,733
April	202,609	297,755	67,843,498	115,995,262	2,614,727	4,305,769
May	224,552	257,944	84,358,664	77,787,175	3,002,008	3,573,569
June	214,309	359,973	78,071,163	110,040,610	2,634,952	4,459,794
July	233,023	310,031	64,768,630	93,522,183	3,750,915	5,009,598
August	298,365	304,223	99,474,901	75,450,714	5,218,221	6,307,336
September	204,279	317,239	56,711,879	83,392,713	7,215,085	8,350,755
October	313,999	324,490	112,146,029	94,477,361	6,357,472	6,441,921
November	259,254	265,861	84,675,340	80,441,536	5,059,786	4,642,263
December	189,625	242,280	58,376,934	82,361,582	3,874,363	4,407,068
Total	2,789,099	3,507,212	959,828,741	1,089,980,786	\$49,362,254	\$61,440,399

Increase—718,113

Increase—130,152,045

Increase—\$12,078,145

Logs and Lumber included in Total Cargo.

## LOCAL COASTWISE EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January	39,388	52,394	11,794,808	14,404,200	\$2,938,797	\$4,038,492
February	31,560	44,729	6,134,420	12,907,874	2,666,353	2,947,457
March	40,683	66,269	10,005,262	14,152,858	3,115,479	6,928,646
April	38,943	59,560	7,585,029	14,187,137	3,266,504	4,806,651
May	39,881	43,396	9,886,310	9,462,598	3,555,009	3,924,242
June	39,184	41,543	8,119,531	4,203,204	3,610,438	5,301,955
July	42,685	51,995	8,953,641	4,693,748	4,587,333	6,014,251
August	61,206	51,514	22,628,765	10,695,489	5,113,632	4,554,074
September	48,819	53,018	7,726,082	7,313,324	4,413,996	5,942,547
October	43,723	45,803	7,685,755	5,596,257	4,028,475	5,659,847
November	64,185	41,838	9,916,746	7,703,485	7,204,756	3,240,532
December	63,422	46,855	12,838,948	8,936,705	5,213,564	3,787,169
Total	553,679	598,914	123,275,297	114,256,879	\$49,714,336	\$57,145,863
Increase—45,235		Decrease—9,018,418		Increase—\$7,431,527		
Logs and Lumber Included in Total Cargo.						

## FOREIGN COASTWISE IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January .....	56,319	1,717	2,050	3,190	\$1,154,904	\$392,921
February .....	45,612	2,542	127,292		1,227,758	346,847
March .....	56,706	1,417	125,354	4,248	1,411,337	365,368
April .....	52,822	1,663	9,261	1,560	1,328,722	426,846
May .....	41,416	2,967	29,721	633,100	1,219,287	438,065
June .....	42,962	1,898	1,524	138,744	1,180,447	511,638
July .....	3,156	6,223	3,092	720,109	559,808	481,388
August .....	2,397	10,065	20,676	10,567	450,526	549,317
September .....	1,989	8,879	3,617	369,581	469,150	578,572
October .....	2,800	8,737		685,286	438,827	664,052
November .....	2,869	2,176	30,207	562	554,824	451,875
December .....	3,435	4,157		60,772	513,462	580,610
Total .....	312,483	52,461	352,794	2,627,719	\$10,509,052	\$5,787,499
	Decrease	260,002		Increase—2,274,925		Decrease—\$4,721,553

Logs and Lumber included in Total Cargo.



## FOREIGN COASTWISE EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January	8,830	5,272	4,060,238	2,708,483	\$ 743,822	¥ 165,887
February	12,860	4,667	5,511,388	1,546,729	640,964	1,272,651
March	9,745	9,265	2,637,703	3,182,541	1,018,401	578,608
April	12,046	5,097	5,190,566	1,070,265	784,524	480,052
May	9,592	5,475	3,773,730	2,279,120	810,586	470,259
June	4,753	5,327	3,059,463	1,555,197	1,020,288	682,675
July	17,236	6,280	10,367,106	2,472,326	629,941	222,882
August	5,589	4,485	2,891,439	1,805,628	987,204	323,057
September	7,856	2,495	4,258,822	578,376	678,261	608,289
October	3,542	9,412	1,627,100	3,747,833	811,882	643,067
November	7,137	1,760	3,957,857	3,546	738,970	648,289
December	1,570	5,116	5,075	2,006,632	541,034	431,989
Total	100,756	64,651	47,340,487	22,956,676	\$9,405,877	¥6,527,705
	Decrease -36,105		Decrease -24,383,811		Decrease—\$2,878,172	

Logs and Lumber included in Total Cargo.

NOTE:—Commencing July 1st, California trade was transferred from Foreign Coastwise to Deepsea Classification.

## DEEP SEA IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January	19,025	98,272	5,062		\$ 9,316,429	\$10,806,621
February	29,328	86,483	2,022	101,444	12,271,900	16,873,840
March	28,893	84,974	21,111	42,059	10,095,356	14,531,548
April	35,423	87,402	63,067	30,466	11,953,780	17,021,476
May	35,415	96,945	44,358	8,407	10,661,377	20,074,426
June	21,442	69,047	107,457	92,305	15,428,286	11,885,274
July	120,257	91,636	43,619	189,201	16,403,562	21,889,259
August	95,081	94,271	5,887	95,828	15,392,283	16,941,353
September	66,229	136,834	66,175	104,130	20,324,406	17,006,664
October	86,594	75,924	7,972	15,252	15,090,863	12,527,208
November	96,622	76,160	62,805	18,552	21,464,908	29,454,154
December	78,918	124,289	53,940	124,931	16,151,118	11,637,534
Total	713,227	1,122,237	483,575	822,575	\$174,556,268	\$200,649,357
	Increase	409,010		Increase		\$26,093,089

Logs and Lumber included in Total Cargo.



## TOTAL IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January	333,523	366,047	111,295,214	87,586,310	\$14,368,118	\$16,946,736
February	250,762	362,621	60,062,906	91,598,151	16,259,706	21,461,086
March	300,682	374,150	82,326,474	95,114,130	14,484,585	18,851,649
April	290,854	386,820	67,915,826	116,027,288	15,897,229	21,754,091
May	301,383	357,856	84,432,743	78,428,682	14,882,672	24,086,060
June	278,713	430,918	78,180,144	110,635,659	19,243,685	16,856,706
July	356,436	407,890	64,815,341	94,431,493	20,716,285	27,380,245
August	395,843	408,559	99,501,464	75,557,109	21,061,030	23,798,006
September	272,497	462,952	56,781,671	85,866,424	28,008,641	25,935,991
October	403,393	409,171	112,154,001	95,177,899	21,887,162	19,633,181
November	358,745	344,200	84,768,352	80,460,650	27,079,518	34,548,292
December	271,978	370,726	58,430,874	82,547,285	20,538,943	16,625,212
Total	3,814,809	4,681,910	960,665,010	1,093,431,080	\$234,427,574	\$267,877,255
Increase—867,101		Increase 132,766,070		Increase \$33,449,681		
Logs and Lumber included in Total Cargo.						

## TOTAL EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1925	1926	1925	1926	1925	1926
January .....	205,652	441,458	49,519,053	61,217,274	\$12,273,318	\$22,931,238
February .....	133,594	407,510	23,032,010	49,340,647	11,110,147	23,293,829
March .....	179,479	378,373	42,495,952	61,502,601	11,475,844	23,739,694
April .....	189,870	316,179	41,370,362	64,517,235	12,275,561	17,209,213
May .....	145,453	230,405	40,639,419	57,042,575	10,495,110	13,913,176
June .....	129,419	196,451	33,703,394	41,574,734	9,948,932	14,696,676
July .....	182,529	183,060	48,691,395	52,860,392	13,572,297	12,513,478
August .....	183,842	172,788	59,686,785	57,129,526	14,227,275	11,881,769
September .....	181,199	145,095	50,075,973	34,936,904	13,945,907	13,931,731
October .....	283,590	218,543	40,769,538	51,209,488	19,993,059	16,017,639
November .....	399,310	299,539	35,164,915	50,005,855	25,934,833	17,939,293
December .....	386,230	364,112	39,746,571	47,696,078	23,748,011	19,009,761
Total .....	2,600,167	3,353,512	504,895,367	629,053,309	\$179,000,294	\$207,077,497
					Increase—\$28,077,203	

Logs and Lumber Included in Total Cargo.

TOTAL WATER-BORNE TRADE OF THE PORT OF VANCOUVER, B. C., EXCLUSIVE OF  
INTER-HARBOUR MOVEMENTS

IMPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921	1,680,867	\$34,801,652	670,500	\$162,605,180	2,351,367	\$197,406,832
1922	2,207,127	35,826,338	838,500	171,205,291	3,045,627	207,031,629
1923	2,466,391	40,639,924	964,794	183,856,353	3,431,185	224,496,277
1924	2,504,538	40,837,736	1,004,689	160,164,183	3,509,227	201,011,919
1925	2,789,099	49,362,254	1,025,710	185,065,320	3,814,809	234,427,574
1926	3,502,212	61,440,399	1,174,698	206,436,856	4,681,910	267,877,255

EXPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921	276,009	\$35,298,977	579,089	\$49,971,071	855,098	\$85,270,048
1922	310,875	34,277,042	1,091,306	68,886,767	1,402,181	103,163,809
1923	474,429	42,211,267	1,693,770	90,978,186	2,168,199	133,189,453
1924	497,935	39,202,900	2,686,043	130,306,063	3,183,978	169,513,963
1925	553,679	49,714,336	2,046,088	129,285,958	2,600,167	179,000,294
1926	598,914	57,145,863	2,754,598	149,931,634	3,353,512	207,077,497



## IMPORTS BY COUNTRIES

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Argentine .....	5,070	.....	\$ 165,025
Arctic .....	1	.....	301,371
Australia .....	45,593	572,853	6,613,449
Belgium .....	31,576	.....	1,662,121
Brazil .....	454	.....	213,416
B. C. Coast Points .....	3,507,212	1,089,980,786	61,440,399
British Honduras .....	176	84,750	19,649
British West Indies .....	7,175	.....	703,709
China .....	36,649	3,004	20,044,207
Colombia .....	803	.....	377,821
Costa Rica .....	53	.....	22,825
Cuba .....	20,584	.....	923,513
Deep Sea Fisheries .....	377	.....	84,242
Denmark .....	55	.....	8,676
Dutch East Indies .....	9	.....	3,186
Eastern Canada .....	35,978	8,090	9,521,627
Fiji .....	22,092	20,549	1,444,580
France .....	562	.....	99,494
Germany .....	4,631	.....	431,888
Greece .....	4	.....	426
Guatemala .....	165	.....	58,993
Hawaii .....	1,768	.....	322,417
Holland .....	6,771	.....	741,461
India .....	8,836	.....	2,225,305
Italy .....	752	.....	91,344
Japan .....	41,662	16,250	113,150,933
Java .....	260	.....	81,098
Jugo Slavia .....	40	.....	1,679
Mexico .....	735	.....	64,973
New Zealand .....	3,057	.....	1,967,261
Nicaragua .....	1,228	.....	72,299
Norway .....	80	.....	10,892
Panama .....	191	.....	56,149
Peru .....	26,788	.....	543,819

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## IMPORTS BY COUNTRIES—(Continued)

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Philippines .....	1,323	15,569	296,806
Portugal .....	1	.....	450
Salvador .....	1,084	.....	66,283
Spain .....	1,299	.....	152,351
Straits Settlements ..	5,204	.....	771,507
Sweden .....	582	.....	64,385
Switzerland .....	1	.....	360
Trinidad .....	6,767	.....	422,788
United Kingdom .....	88,959	6,091	23,717,520
U. S. A. ....	765,303	2,723,138	18,914,588
Total .....	4,681,910	1,093,431,080	\$267,877,255

Logs and Lumber included in Total Cargo.

## PASSENGER TRAFFIC

	Passengers Landed		Passengers Shipped	
	1925	1926	1925	1926
January .....	17,925	21,667	21,595	21,378
February .....	17,356	22,966	21,197	22,075
March .....	20,833	25,552	20,724	21,739
April .....	24,940	29,275	24,023	27,844
May .....	33,792	34,106	36,048	34,024
June .....	55,451	53,696	52,472	58,288
July .....	92,610	89,368	94,804	96,620
August .....	96,577	92,171	83,378	85,917
September .....	48,444	47,374	45,787	48,148
October .....	24,371	44,472	26,634	48,304
November .....	22,154	22,972	34,123	24,400
December .....	25,514	25,042	24,600	25,171
Total .....	479,967	508,661	485,386	513,908
	Increase—28,694		Increase—28,522	

## EXPORTS BY COUNTRIES

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Algeria .....	4	.....	\$ 475
Arabia .....	3	.....	420
Arctic .....	1,217	171,463	200,246
Argentine .....	2,352	166,384	303,502
Australia .....	63,793	11,723,769	8,934,741
Belgium .....	67,707	599,229	3,626,944
Belgian Congo .....	1	.....	110
Bolivia .....	22	.....	2,675
Borneo .....	5	.....	788
Brazil .....	2,771	.....	148,718
B. C. Coast Points .....	598,914	114,256,879	57,145,863
British Guiana .....	185	69,393	15,860
British Honduras .....	9	.....	1,452
British West Indies .....	3,033	1,116,424	169,101
Canary Islands .....	28	.....	4,213
Chile .....	1,155	.....	139,351
China .....	211,207	3,672,027	16,905,121
Colombia .....	1,241	136,512	82,345
Cook's Islands .....	5	.....	678
Costa Rica .....	29	.....	3,861
Cuba .....	2,037	1,261,523	45,397
Cypress .....	3	.....	345
Denmark .....	10,490	53,893	544,795
Dutch East Indies .....	1	.....	125
Dutch Guiana .....	26	.....	3,747
Dutch West Indies .....	37	.....	4,570
East Africa .....	5	.....	659
Eastern Canada .....	40,340	18,092,736	2,889,365
Ecuador .....	132	.....	7,584
Egypt .....	1,872	1,475,980	48,230
Fiji .....	6,337	3,342,417	274,087
France .....	35,389	465,800	2,930,027
French Indo China .....	1	.....	100
Germany .....	18,304	342,740	1,714,691
Gibraltar .....	5,545	.....	271,140
Greece .....	358	.....	48,265
Guatemala .....	12	.....	1,381
Haiti .....	9	.....	1,214
Hawaii .....	113	.....	16,912
Holland .....	27,689	18,343	1,951,129
India .....	2,758	1,537,507	92,930

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## EXPORTS BY COUNTRIES—(Continued)

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Italy .....	27,156	244,895	1,881,703
Japan .....	964,460	265,617,202	37,054,419
Java .....	208	.....	29,055
Malta .....	2,323	.....	115,913
Mauritius .....	4	.....	464
Martinique .....	664	401,503	14,781
Mesopotamia .....	6	.....	704
Mexico .....	8,981	.....	1,407,011
Malay .....	8	.....	950
Morocco .....	1	.....	150
New Zealand .....	62,140	20,091,806	4,085,989
Nicaragua .....	41	.....	4,964
Norway .....	22,187	.....	1,206,809
Panama .....	7,405	.....	386,630
Peru .....	13,922	497,890	734,066
Palestine .....	67	.....	8,439
Philippines .....	9,411	15,392	1,588,413
Porto Rico .....	115	.....	14,876
Russia .....	1,563	.....	229,433
Salvador .....	1,301	.....	1,683,745
South Africa .....	18,102	10,512,332	472,791
Siam .....	2	.....	335
Straits Settlements .....	2,355	.....	157,205
Spain .....	6,938	.....	370,093
Sweden .....	27,138	13,200	1,381,069
Switzerland .....	10,103	.....	510,706
Syria .....	14	.....	1,721
Tonga Islands .....	12	.....	1,645
Trinidad .....	4,726	1,128,866	215,168
Turkey .....	1	.....	150
United Kingdom .....	758,688	18,761,749	43,471,347
U. S. A. ....	296,920	153,255,779	11,340,153
Venezuela .....	608	9,676	49,197
West Africa .....	803	.....	124,246
Total .....	3,353,512	629,053,309	\$207,077,497

Logs and Lumber included in Total Cargo.

## EXPORTS OF CANNED FISH—SHOWN BY CASES

Algeria .....	100
Arabia ..	75
Argentine .....	1,250
Australia .....	267,145
Belgium .....	40,596
Belgian Congo ..	25
Bolivia .....	607
British Guiana .....	2,075
British Honduras .....	239
British West Indies ..	14,677
British Borneo ..	100
Canary Islands .....	755
Chile .....	23,409
China .....	3,099
Colombia .....	4,563
Cook Islands .....	120
Costa Rica .....	800
Cuba .....	4,094
Cypress .....	72
Denmark .....	1,500
Dutch Guiana .....	670
Dutch East India .....	25
Dutch West Indies .....	912
East Africa .....	100
Eastern Canada .....	94,331
Ecuador .....	3,505
Egypt .....	4,422
Fiji .....	10,844
France .....	213,381
French Indo China .....	20
French West Indies .....	100
Germany .....	1,626
Gibraltar ..	25
Greece .....	9,810
Guatamala .....	304
Haiti .....	255
Holland .....	9,503
India .....	3,891
Italy .....	109,192
Java .....	4,565
Japan .....	3,538
Malay .....	200

Continued on next page.

## EXPORTS OF CANNED FISH—SHOWN BY CASES

—(*Continued*)

Malta .....	1,105
Mesopotamia .....	152
Mexico .....	7,638
Morocco .....	14
New Zealand .....	67,015
Nicaragua .....	1,115
Palestine .....	1,830
Panama .....	3,241
Peru .....	8,102
Philippines .....	7
Porto Rico .....	3,234
Salvador .....	120
Siam .....	25
South Africa .....	44,858
Spain .....	25
Straits Settlements .....	19,835
Sweden .....	766
Syria .....	375
Tonga Islands .....	321
Trinidad .....	3,717
Turkey .....	30
U. S. A. .....	18,152
United Kingdom .....	254,926
Venezuela .....	8,128
West Africa .....	22,040
Total .....	1,303,291

## EXPORTS OF SALT &amp; DRIED FISH—SHOWN IN TONS

Australia .....	53
Belgium .....	6
China .....	25,889
Fiji .....	1
Germany .....	27
Holland .....	17
Japan .....	24,130
Norway .....	18
Sweden .....	23
United Kingdom .....	127
U. S. A. .....	56
Total .....	50,347



## GRAIN EXPORTS, 1926—SHOWN IN BUSHELS

Argentine .....	7,765
Australia .....	169,212
B. C. Points .....	220,940
Belgium .....	1,800,785
Brazil .....	88,633
British West Indies .....	235
China .....	2,933,429
Colombia .....	29,140
Denmark .....	330,228
Eastern Canada .....	4,950
Fiji .....	133
France .....	718,666
Germany .....	277,493
Gibraltar .....	184,800
Holland .....	660,798
Italy .....	667,900
Japan .....	11,887,567
Mexico .....	210,110
Malta .....	76,033
New Zealand .....	300,020
Norway .....	517,999
Peru .....	427,290
Philippines .....	24,326
Panama .....	242,900
Spain .....	231,233
Sweden .....	898,049
Switzerland .....	336,733
Trinidad .....	45,886
United Kingdom .....	21,934,342
U. S. A. ....	47,311
Total .....	45,229,906

EXPORTS OF FLOUR BY COUNTRIES  
SHOWN IN TONS

Arctic	80
Belgium	132
British West Indies	801
Chile	64
China	69,541
Fiji	10
French West Indies	61
Germany	68
Hawaii	1
Italy	444
Japan	7,810
New Zealand	801
Norway	6,612
Peru	1
Philippines	2,627
Russia	11
Salvador	30
Straits Settlements	258
Sweden	23
Trinidad	1,642
United Kingdom	9,462
U. S. A.	2,667
Total	103,146

EXPORTS OF APPLES—SHOWN BY BOXES

China	10,757
Fiji	557
Germany	1,500
Holland	11,997
India	106
New Zealand	36,870
Norway	600
Philippines	19,022
Sweden	3,699
United Kingdom	199,794
U. S. A.	10
Total	284,912

## EXPORT OF ZINC—SHOWN IN TONS

Argentine .....	1,793
Belgium .....	2,449
China .....	433
France .....	1,925
Germany .....	5,065
Holland .....	1,961
India .....	235
Italy .....	672
Japan .....	10,628
Russia .....	1,123
United Kingdom .....	11,300
Total .....	37,584

## EXPORTS OF LEAD—SHOWN IN TONS

Australia .....	12
Belgium .....	1,456
Brazil .....	112
China .....	4,353
Denmark .....	448
Eastern Canada .....	25
France .....	3,401
Germany .....	3,304
Holland .....	4,425
Italy .....	1,661
Japan .....	25,652
Peru .....	28
Russia .....	84
United Kingdom .....	31,454
West Africa .....	6
Total .....	76,421

## RECORD OF LOADING GRAIN CARGOES

BALLANTYNE PIER						
DATE	VESSEL	CARGO (BUSSHLS)	TIME AT BERTH FOR GRAIN	RUNNING TIME	WEATHER	REMARKS
1925						
Jan. 13	Westmoor	272,961	31 hrs.	11 hrs. 40 min.	Fair	No separation.
" 14	Ontario	168,926	3 dys.	11 hrs. 40 min.	Wet	Part cargo general. Two separations.
" 26	Metlen Maru	199,853	2 dys. 8 hrs.	8 hrs. 55 min.	Fair	No separations. Slow boat to trim.
Apr. 11	Florida Maru	226,944	9 hrs.	8 hrs. 57 min.	"	No separations.
" 28	Lakmoor	126,954	27 hrs.	7 hrs. 6 min.	Showers	One separation.
June 19	Kinderyk	119,333	12 hrs.	8 hrs. 3 min.	Fair	Part cargo general. No separations.
July 28	Iowa	149,333	27 hrs.	7 hrs. 23 min.	"	Part cargo general. No separations.
Nov. 6	Usuri Maru	159,538	48 hrs.	10 hrs. 39 min.	Rain	Two separations.
" 17	Borgland	162,242	45 hrs.	12 hrs. 30 min.	"	No separations.
" 21	Notre Dame de Fo're	201,600	46 hrs.	6 hrs. 15 min.	Fair	No separations.
" 29	Koban Maru	157,088	22 hrs.	9 hrs. 36 min.	"	Delay for repairs to boat. 55 hours.
" 29	Paris City	245,220	3 dys. 4 hrs.	8 hrs. 40 min.	Rain	Part cargo general. No separations.
Dec. 10	Noorderdyk	149,333	12 hrs.	11 hrs. 42 min.	"	No separations.
" 20	Hindustan	272,074	31 hrs.	20 hrs. 10 min.	Fog	One separation.
" 28	Leme	280,000	2 dys. 2 hrs.			
1926						
Jan. 4	Hessen	224,000	31 hrs.	12 hrs. 24 min.	Rain	Part cargo general. No separations.
" 15	Unkai Maru	210,000	29 hrs.	10 hrs. 37 min.	"	No separations.
" 19	Loeh Monar	149,333	15 hrs.	7 hrs. 57 min.	"	Part cargo general. No separations.
" 21	Tokkoh Maru	195,225	27 hrs.	8 hrs. 43 min.	Fair	No separation.
" 22	Kinkasan Maru	243,687	22 hrs.	9 hrs. 38 min.	"	One separation.
" 23	Witram	168,000	26 hrs.	8 hrs. 29 min.	"	Part cargo general. Tween deck load 500 tons.
" 27	Yogin Maru	189,103	2 dys. 15 hrs.	10 hrs. 50 min.	"	Part cargo general. Four separations.
" 29	Theo. Roosevelt	141,866	30 hrs.	9 hrs. 17 min.	Rain	Lower hold loaded American wheat. Slow trim ming.
Feb. 2	Gaasterdyk	149,333	11 hrs.	7 hrs. 19 min.	Fair	Part cargo general. No separations.
" 3	Larnasten	282,865	44 hrs.	12 hrs. 27 min.	"	Part grain sacked on board.
" 15	Cornish City	263,416	42 hrs.	11 hrs. 10 min.	Rain	No separations. Trimming slow.
" 27	Ostris	149,333	2 dys. 6 hrs.	8 hrs. 47 min.	Fair	No separations. Part cargo general (Sunday).
Mar. 24	Kyokai Maru	190,000	2 dys.	9 hrs. 40 min.	"	One separation. Trimming slow.
" 30	Piave	147,411	2 dys. 6 hrs.	9 hrs. 40 min.	"	Part cargo ex Burrard. Trimming slow.
Apr. 5	Reyo Maru	197,302	27 hrs.	10 hrs. 59 min.	"	No separations.
No. 1 JETTY AND LAPOINTE PIER						
1925						
Jan. 1	Seine Maru	250,000	9 dys. 20 hrs.		Varied	Four separations. Slow trimming.
" 10	Woyo Maru	184,602	3 dys. 22 hrs.		Rain	No separations.
" 14	Reyo Maru	196,500	28 hrs.		"	No separations.
" 15	Shunsho Maru	173,260	7 dys.		Showers	Boat loading logs. Intermittent loading of grain.
Mar. 28	Arizona	235,347	3 dys. 8 hrs.		Fair	No separations.
Apr. 13	Noerdlyk	119,333	14 hrs.		"	One separation.
May 22	Loeh Monar	149,333	27 hrs.		"	No separation.
July 7	Notres Dame def	144,866	30 hrs.		"	One separation. 4,000 bushels sacked.
" 8	Framlington Court	242,135	2 dys. 8 hrs.		"	One separation. Part cargo Spillers, 28,500.

July 14	Jerseymoor	156,162	26 hrs.	.....	Fair	One separation. No. 2 Elev. loaded 101,438 bush.
Aug. 15	Oklahoma	224,000	2 dys., 2 hrs.	.....	No separations.	No separations.
Sep. 4	Arkansas	152,411	27 hrs.	.....	"	Three separations. Spillers loaded 19,087.
Nov. 11	Washington Maru	159,010	36 hrs.	.....	Rain	No separations. Spillers loaded 118,982.
" 12	Kinkasan Maru	141,333	36 hrs.	.....	"	No separation. Spillers loaded 192,476.
" 21	Ida Maru	199,390	17 hrs.	.....	Fair	One separation. Overtime.
" 23	Caladian Freighter	147,960	3 dys.	.....	Rain	No separation. Part cargo general. Spillers 22,080.
Dec. 12	Ryut Maru	157,765	12 hrs.	.....	"	No separation. Overtime run.
" 9	Hokkai Maru	180,000	29 hrs.	.....	"	No separation.
" 21	Africa Maru	129,830	27 hrs.	.....	"	Three separations. Spillers load 19,087.
Dec. 28	Kyokai Maru	200,000	3 dys.	.....	Fog	No separations.
1926						
Jan. 17	Arabia Maru	133,333	30 hrs.	9½ hrs.	Fair	One separation.
" 11	Vulcan City	276,400	2 dys., 5 hrs.	12 hrs.	Fog	No separations.
" 19	Choyo Maru	214,000	2 dys., 4 hrs.	.....	Rain	No separations.
" 20	Kongasan Maru	184,776	2 dys., 6 hrs.	.....	"	Two separations.
" 22	Taiyu Maru	250,641	3 dys., 18 hrs.	.....	"	No separations.
Feb. 1	Loch Coil	149,333	22 hrs.	11 hrs.	Fair	No separations. Part cargo general.
" 9	Oklahoma	115,733	5 hrs.	7 hrs., 44 min.	"	No separations. No separations.
" 16	Grootendyk	112,000	7 hrs.	4 hrs., 54 min.	"	Straight run. No separations.
" 24	Australia	194,133	21 hrs.	5 hrs., 31 min.	Fair	Straight run. No separations.
" 25	Meiwan Maru	272,296	25 hrs.	15 hrs., 46 min.	"	Two separations.
Mar. 13	Yonan Maru	290,866	25 hrs.	17 hrs., 8 min.	"	No separations.
" 18	Treasure Maru	169,100	28 hrs.	9 hrs., 26 min.	Two separations.	Two separations.
" 24	Kaikyo Maru	238,533	29 hrs.	14 hrs., 11 min.	"	No separation.
" 27	Oakworth	131,666	6½ hrs.	6 hrs.	"	Straight run. No separation.
Apr. 8	Norderdyk	186,666	19 hrs.	8 hrs., 55 min.	"	No separations. Part cargo general.
" 20	Taiyu Maru	257,793	3 dys., 18 hrs.	13 hrs., 13 min.	"	No separations.
LAPORTE PIER						
1926						
Apr. 28	Kenilworth	164,442	7½ hrs.	7 hrs., 20 min.	"	Straight run.
May 20	Yomei Maru	172,954	3 dys., 2 hrs.	7 hrs., 10 min.	"	No separations.
Nov. 16	Meiwa Maru	192,566	1 day 15 hrs.	10½ hrs.	"	No separations.

## REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.

LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
TO EUROPE—				
Blue Star Line	Br.	U. K. and Continental ports	Occasional	Canadian Robt. Dollar Co. Ltd.
Can. Govt. Merchant Marine	Br.	Liverpool, Avonmouth, Glasgow	Monthly	C. G. M. M. Ltd.
Can. Govt. Merchant Marine	Br.	London, Antwerp	Monthly	C. G. M. M. Ltd.
Cie. Gle. Transatlantique	Fr.	Bordeaux, Havre, Antwerp (U. K. if inducement)	Fortnightly	Empire Shipping Co. Ltd.
East Asiatic Line	Dan.	Hull, Hamburg, Scandinavian ports	Monthly	Johnson, Walton Co. Ltd.
Ellerman Bucknall	Br.	U. K. and Continental ports	Occasional	B. W. Greer & Son Ltd.
Furness Line	Br.	London, Liverpool, Manchester, Glasgow	Fortnightly	Furness (Pacific)
Harrison Direct Line	Br.	London, Liverpool	Fortnightly	Balfour, Guthrie & Co. Ltd.
Royal Mail Steam Packet Company	Br.	Glasgow, Hamburg, Rotterdam, Antwerp	Fortnightly	R. M. S. P. Co.
Holland Amer. Line: Joint Service	Du.	Liverpool, Southampton, London, Rotterdam	Every 3 weeks	R. M. S. P. Co.
Isthmian Line	U.S.	London, Avonmouth, Liverpool, Glasgow	Monthly	B. W. Greer & Son Ltd.
Johnson Line	Sw.	Scandinavian ports and U. K.	Monthly	C. Gardner Johnson Ltd.
Navigazione Libera Triestina	Ital.	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste	Monthly	Empire Shipping Co. Ltd.
Norway Pacific Line	Nor.	Scandinavian ports (U. K. if inducement)	Monthly	Can. American Shipping Co. Ltd.
United American Line	Ger.	London, Antwerp, Hamburg, Bremen	Fortnightly	Dingwall, Cotts & Co.
TO ORIENT—				
American Oriental Line	U.S.	Japan and China ports and Philippines	Monthly	Canadian Robt. Dollar Co. Ltd.
Blue Funnel Line	Br.	Yokohama, Kobe, Hong Kong	Every 3 weeks	Dodwell & Co. Ltd.
Canadian American	Chartered	Yokohama, Kobe, Osaka	Monthly	Can. American Shipping Co. Ltd.
Canadian Pacific Steamships Ltd.	Br.	Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila	Three-weekly	C. P. S. S. Ltd.
Mitsui	Jap.	Japan ports	Occasional	John Galt
Nippon Yusen Kaisha	Jap.	Yokohama, Kobe, Dairen, Shanghai, Hong Kong	Fortnightly	B. W. Greer & Son Ltd.
Osaka Shosen Kaisha	Jap.	Yokohama, Kobe, Dairen, Shanghai, (Nagasaki, Dairen, Taku, if inducement)	Fortnightly	Empire Shipping Co. Ltd.
Yamashita Kisen Kaisha	Jap.	Japan ports	Frequent	Yamashita K. K.
Ocean Transport Co.	Jap.	Yokohama, Kobe, Osaka	Occasional	C. Gardner Johnson Ltd.
TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI				
Canadian-Australasian Royal Mail Line	Br.	(1) Honolulu, Suva, Auckland, Sydney	Monthly	Can.-Australasian Royal Mail Line
		(2) Principal ports Australia and New Zealand	Monthly	Can.-Australasian Royal Mail Line
Amer. Aust. Orient Line	U.S.	Principal ports Aust. and N. Z.	Fortnightly	Dingwall, Cotts & Co.
Transatlantic Steamship Co. Ltd.	Sw.	Brisbane, Sydney, Newcastle, Melbourne, Adelaide	Monthly	Empire Shipping Co. Ltd.

## TO ATLANTIC COAST U. S. and CANADA—

LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
Argonaut Line	U.S.	U. S. Atlantic ports	Monthly	B. W. Greer & Son Ltd.
Can. Govt. Merchant Marine	Br.	Canadian Atlantic ports	Monthly	C. G. M. M.
Dollar Line	U.S.	U. S. Atlantic ports	Monthly	Canadian Robt. Dollar Co. Ltd.
Isthmian Line	Br.	U. S. Atlantic ports	Monthly	B. W. Greer & Son Ltd.
McCormick Steamship Co.	U.S.	U. S. Atlantic and Gulf ports	Occasional	Kingsley Navigation Co. Ltd.
Gulf Pacific Line	U.S.	U. S. Gulf ports	Monthly	Dingwall, Cotts & Co.

## TO CENTRAL AND SOUTH AMERICA AND WEST INDIES—

Vancouver W. Indies Service	Chartered	Port of Spain (Trinidad), other W. I. ports if inducement	Monthly	Can. Transport Co. Ltd.
Gie. Gle. Transatlantique	Fr.	Martinique, Nicaragua, Salvador, Guatemala	Fortnightly	Empire Shipping Co. Ltd.
Svea Steamship Co.	Sw.	Cuban ports	Monthly	Empire Shipping Co. Ltd.
Pacific-Argentine-Brazil Line	U.S.	West Coast South America	Monthly	Kingsley Navigation Co. Ltd.
Grace Line	U.S.	Brazil, Uruguay, Argentine ports via Panama	Monthly	C. Gardner Johnson Ltd.
Gulf-Pacific Line	U.S.	Call at Central American Gulf ports if inducement	Occasional	Dingwall, Cotts & Co.
Pan Pacific Line	U.S.	West Coast South America	Occasional	B. W. Greer & Son Ltd.
Westfal-Larsen Company Line	Nor.	East Coast South America, via Magellan	Monthly	Empire Shipping Co. Ltd.
Winge & Co.	Nor.	West Coast South America	Three-weekly	Balfour, Guthrie & Co. Ltd.
Pac. Caribbean-W. Indies Line	U.S.	Caribbean and W. I. ports	Occasional	Kingsley Navigation Co. Ltd.

## TO CALIFORNIA—

Admiral Line	U.S.	San Francisco, San Pedro, San Diego	Weekly	Pacific S.S. Co.
Can. Govt. Merchant Marine	Br.	San Francisco, San Pedro, San Diego	Weekly	C. G. M. M.
Kingsley	Br.	San Francisco	Weekly	Kingsley Navigation Co. Ltd.



## VANCOUVER CONSULAR CORPS

TELEPHONE	COUNTRY	TITLE	NAME AND ADDRESS
Seymour 1570	Argentina	Vice-Consul	Francis W. Bernard, 586 Granville Street
Seymour 1489	Brazil	Vice-Consul	S. J. J. Emanuels, 419 Pender Street West
Seymour 6989	Belgium	Consul	Leon Ladner, 470 Granville Street
Seymour 8872	Chile	Consul-General	M. P. Morris, 119 Pender Street West
Seymour 2023	China	Consul	Quei Tze Liang, 510 Hastings Street West
Seymour 2023	China	Eleve Consul	Hung Hsen Loh, 510 Hastings Street West
Seymour 8872	Colombia	Consul	H. J. Morris, 119 Pender Street West
Seymour 4133	Costa Rica	Consul	F. G. T. Lucas, 510 Hastings Street West
Seymour 625	Denmark	Consul	W. A. Ward, 207 Hastings Street West
Seymour 9040	Finland	Vice-Consul	G. W. Tornroos, 551 Howe Street
Seymour 8872	Guatemala	Consul	C. R. Fripp, 119 Pender Street West
Seymour 6448	France	Consul	Paul Suzor, 470 Granville Street
Seymour 3710	Italy	Consular Agent	Nicola Masi, 501 Main Street
Seymour 836	Japan	Consul	Tatsuo Kawai, 526 Seymour Street
Seymour 3726	Mexico	Consul	L. Izzaguirre, 207 Hastings Street West
Seymour 5670	Netherlands	Consul	M. A. Van Roggen, 543 Granville Street
Seymour 3891	Norway	Consul	C. B. Stahlschmidt, 420 Pender Street West
Seymour 5000	Norway	Vice-Consul	B. Bjorke, c/o B. C. Electric Railway Company
	Peru	Consul	C. R. Davis, 650 Hastings Street West
Bayview 337	Salvador	Consul	E. J. Leveson, 207 Hastings Street West
Seymour 279	Sweden	Vice-Consul	R. V. Winch, 739 Hastings Street West
Seymour 3090	Siam	Consul	W. W. Armstrong, 901 Yorkshire Building
Seymour 1570	Spain	Vice-Consul	F. W. Bernard, 586 Granville Street
Seymour 1484	Switzerland	Acting-Consul	- Scherrer, 122 Hastings Street West
Seymour 1194	United States	Consul-General	Ernest L. Harris, 744 Hastings Street West
Seymour 8661	Uruguay	Vice-Consul	C. E. Disher, 325 Howe Street



THE SUN PUBLISHING COMPANY LTD.  
VANCOUVER, B. C.



# PERSPECTIVE OF GREATER VANCOUVER from GROUSE MOUNTAIN (Elevation 4000 ft.)

LITHO BY THE B.C. PRINT & LITHO CO.



Published by VANCOUVER MAP & BLUE PRINT CO.  
200 - 1000 - 1000

DISTRICTS			HARBOUR WATERFRONT			WATERWAYS			BEACHES			GOLF COURSES			PRINCIPAL PARKS			GENERAL		
	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	
Burnaby.....	FK 13	Maple.....	D 28	Bullwinkle Pier and Elev. No. 2.....	N 27	Columbia Grain Elevator Co.....	M 35	Imagragh Building.....	M 42	Active Pits.....	A 38	English Bay.....	M 42	Hastings Park—Public.....	M 7	Central Park.....	M 7	Aerodrome.....	J 48	
Cedar Cottage.....	G 12	Mount Pleasant.....	J 33	Beer-brewing Plant.....	M 40	Columbia Sewer.....	N 4	La Pointe Pier & Elev. No. 1.....	M 30	Boundary Bay.....	M 7	Jericho Beach.....	J 45	Jericho Country Club.....	J 46	Grouse Mountain.....	V 36	B.C. Elec. Rly.—Main Depot.....	M 28	
Cedar Cove.....	N 7	New Westminster.....	DE 27	Bombing Grounds (Public).....	S 38	Evans, Coleman & Evans Docks.....	N 28	North & West Vancouver Ferries.....	N 28	Burnaby Lake.....	G 7	Kinloss Beach.....	K 41	Langara—Public.....	E 26	Hastings Park & Exhibition G'ds.....	M 7	B.C. Transit Depot.....	M 28	
Central Park.....	B 14	North Vancouver.....	SU 1-56	B.C. Marine Engine Works.....	N 17	Harbour Navigation Co. Landing.....	N 28	North Vancouver Ferry Dock.....	N 21	Burrard Inlet.....	P 1-10	Loxmoie Beach.....	J 33	Marine Golf & Country Club.....	E 37	Kinloss Park.....	L 41	Second Narrows to West Vapour and Whyteclufe.....	M 28	
Collingwood.....	F 13	Point Grey.....	PH 27-37	B.C. Sugar Refinery.....	N 24	Gran Jetty No. 1 (V.H.C.).....	N 15	Gran Jetty No. 2.....	N 21	Capilano River.....	S 47	Little Mountain Park.....	E 37	Marine Golf & Country Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Olympic Range (Site of Washington).....	AB 25-31	
Dunbar Heights.....	H 43	West Point Grey.....	WJ 45-50	Burns P. & Co. P. & T. P. Plant.....	N 21	Gran Jetty No. 2.....	N 21	P.O.E. Ferry.....	S 21	English R. R.....	L 12	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Post Office and Customs.....	M 33	
Fairview.....	J 28	Sea Island.....	D 30	Burrard Drydock Co.....	S 21	Gran Jetty No. 3.....	N 23	Fraser R. R.....	L 12	Fraser R. R.....	L 12	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	University of British Columbia.....	H 44	
Grandview.....	K 23	Shaughnessy Heights.....	F 28-32	Ormal and Frisling Co.....	N 27	Gran Jetty No. 4.....	L 12	T.T. & P. Rly. Dock.....	N 27	Fraser River Delta.....	OD 6-29	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Vancouver Rowing Club.....	M 40	
Hastings Township.....	KM 10	South Vancouver.....	SO 30-37	C.P.R. Dock.....	N 34	Great Northern Railway Pier.....	N 24	Terminal Dock of Warehouse Co.....	N 24	Fraser River Delta.....	OD 6-29	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Vancouver Royal Yacht Club.....	M 38-43	
Indian Village (Reserve).....	S 36	Strathcona.....	G 33	C.P.R. Docks.....	N 31-34	G.N. & N.P. Rlys. (Union Depot).....	L 36	Union S.S. Co. Dock.....	N 19	First Narrows ("Lions Gate").....	P 46	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Wireless Station.....	H 36	
Kerrisdale.....	F 34	University Heights.....	H 31-36	C.N.R. Depot.....	L 23	Govt. Pier & Elevator (New Site).....	N 16	Second Narrows.....	O 1	Second Narrows.....	O 1	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37			
Kitsilano.....	K 40	Vancouver Heights.....	L 1-2	C.N.R. Docks.....	N 27	Hastings Shingle Mill.....	N 18	Vancouver Terminal Grain Co.....	N 19	Golf of Georgia.....	BF 34-38	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37			
Lulu Island.....	D 7-29	West End.....	LM 35-41	Clydebank Timber Co.....	R 31	Heaps Estate.....	N 14	Wallace Shipyard Co.....	S 20	Waller Bay.....	P 1	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37			
Marine Drive.....	E 32	West Vancouver.....	UX 44-West							Lynn Creek.....	P 1	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37			
Marine Drive.....	E 32									Seymour Creek.....	P 1	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37	Q. J. & Co. Golf Club.....	E 37			

For Map (42° 54' or 30" ± 20") covering area of this sheet (positive view see "INDEXED GUIDE MAP OF GREATER VANCOUVER")

For Map (42" x 54" or 30" x 38") covering area of this Perspective view see "INDEXED GUIDE MAP OF GREATER VANCOUVER"









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Government  
Publications

The PORT of VANCOUVER  
*British Columbia*



Annual Report  
1927







# ANNUAL REPORT

*of the*

Harbour Commissioners

*of Vancouver*

*British Columbia*



For the Year 1927

— — — — —

Incorporated by Act of the Parliament of Canada  
16th of May, 1913

23-3-43

# Harbour Commissioners of Vancouver, B. C.

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TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR :

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1927 is herewith respectfully submitted.

We have the honour to be,

Sir,

Your obedient servants,

F. R. MCD. RUSSELL, *President.*

A. M. POUND, *Commissioner.*

B. GEO. HANSULD, *Commissioner.*






# ANNUAL REPORT

1927



 ON 17th January, 1927, the present Commissioners — F. R. McD. Russell, K.C., President, A. M. Pound and B. Geo. Hansuld — took office in succession to Guy H. Kirkpatrick and S. L. Prenter, who resigned office, the former having served as President since 10th October, 1919, and the latter as Commissioner since 1st September, 1922.

The year ending 31st December, 1927, may best be described as a period of well-sustained business, without any phenomenal features or departures.

## TONNAGE

The number of deep-sea vessels entering the port was 1,123, as compared with 1,071 in the previous year, showing an increase of 52 vessels, with an increase in gross tonnage of 188,779 tons.

Of the deep-sea vessels entering, 445 were of British register, 327 U. S. A., 155 Japanese, and the balance distributed among other countries such as France, Norway, Denmark, Holland, Italy, Germany, etc., all in practically the same proportions as last year — *a feature which emphasizes the regular character of the business enjoyed by the Port of Vancouver.*

The total number of vessels of all classes entering the port was 20,363, being 596 more than in 1926, representing an increase in tonnage of 610,689 tons.

## IMPORTS AND EXPORTS

Deep-sea imports were a little in excess of last year's figure, while deep-sea exports were slightly less.

## LUMBER

The foreign export of lumber and logs in 1927 was 496,208,258 F.B.M. This is somewhat below the previous year's total; but it must



Upper—Ballantyne Pier and Elevator. Lower—Lapointe Pier, No. 1 Jetty, and Elevators

be remembered that the 1926 foreign export was 82,000,000 feet in advance of the previous high record — namely, 432,652,770 feet in 1924 — so that the 1927 figure very creditably occupies the second highest place in the history of this trade.

From a perusal of the table of “Exports by Countries” it will be seen that lumber was shipped to thirty-two different destinations in greater or less quantity, which gives some idea of the wide field there is for the development of this business.

Well over three-fourths of the total foreign lumber export went to Japan and the United States of America, the next highest purchasers being the United Kingdom, with nineteen million feet; Australia, with about the same amount; New Zealand, twelve million feet; South Africa, ten million feet; China, eight and a half million feet.

### FISH

Next in order among the natural sources of British Columbia's wealth is the fishing industry, and it is gratifying to report that the export of canned fish during 1927 shows an increase of 354,547 cases over 1926, while the export of salt and dried fish is practically the same as last year.

Canned fish went in greatest quantities to the following countries, in the order mentioned: United Kingdom, Germany, France, Australia, Italy, the number of cases consigned to these countries ranging from one hundred and eighty-five thousand to two hundred and eighty-four thousand cases. The total export amounted to 1,657,838 cases. The great bulk of the Salt and Dried Fish went, as usual, to China and Japan, about 32,000 tons to the former and 16,500 tons to the latter.

### GRAIN—“RETROSPECT AND PROSPECT”

The Port of Vancouver had its birth as a grain-shipping port in 1921, when one and a half million bushels passed through for United Kingdom ports and Japan. Prior to that time the possibility of a western movement of grain was variously regarded by those of the community who gave the subject serious consideration.

The elevator that had been built at the foot of Salsbury Drive, adjoining what was then known as the Government Wharf (now Lapointe Pier), furnished material evidence that some had faith in the

western route for grain, and at the same time provided an object of ridicule for others who were persistent in their opinion that such a development was a dream impossible of realization on account of economic, strategic, climatic, marketing and possibly other difficulties which they considered insuperable.

For those who believed in the development of a western movement, the climatic difficulty had been of course already eliminated from the



*Salt Herring for the Orient*



problem by the arrival in the United Kingdom, in first-class condition, of a trial shipment which the Government sent from Vancouver. When the active movement that began in the last two months of 1921 increased in volume during the first four months of 1922 and reached a total export for that year of fourteen and a half million bushels, of which the Orient took over three and a half million bushels and the United Kingdom the balance, the other assumedly insuperable difficulties in the way of this development had been pretty generally forgotten and the problem now confronting the port authority was to provide facilities to take care of the situation. The existing elevator had a capacity of 1,250,000 bushels, and it was decided to add 800,000 bushels storage, with shipping house, etc. Construction began in May and was completed in November, 1923, bringing the storage capacity up to 2,050,000 bushels, with a proportionate increase in shipping facilities. While these additions were being hurried to completion in the latter part of 1923, the flow of grain through the Port was rising in volume far in excess of the most optimistic expectations—a circumstance that strongly urged the active exercise of the policy of providing



*Wheat Arriving from the Prairies*



*Grain Elevators*



further facilities for the future expansion of the grain trade. The export for this year reached almost twenty-five million bushels!

While the foregoing additions were under way, the construction of a new elevator by the Commissioners at the south end of Ballantyne Pier was begun. This elevator, known as No. 2, with storage for 1,650,000 bushels, car unloading shed, receiving and shipping houses, and conveyor system for loading to vessels at Ballantyne Pier, was in readiness for operation in November, 1924, and a smaller elevator, originally intended to be operated by a private company, was taken over by the Commissioners, as No. 3, and completed, with a storage of 650,000 bushels. This, like No. 2, was a complete working unit.

The Vancouver Terminal Grain Co. Ltd. constructed an elevator with storage for 2,250,000 bushels on a site leased from the Commissioners adjoining No. 1 Elevator. The Columbia Elevator Co. added another link to the chain by constructing a small house with 100,000 bushels storage.

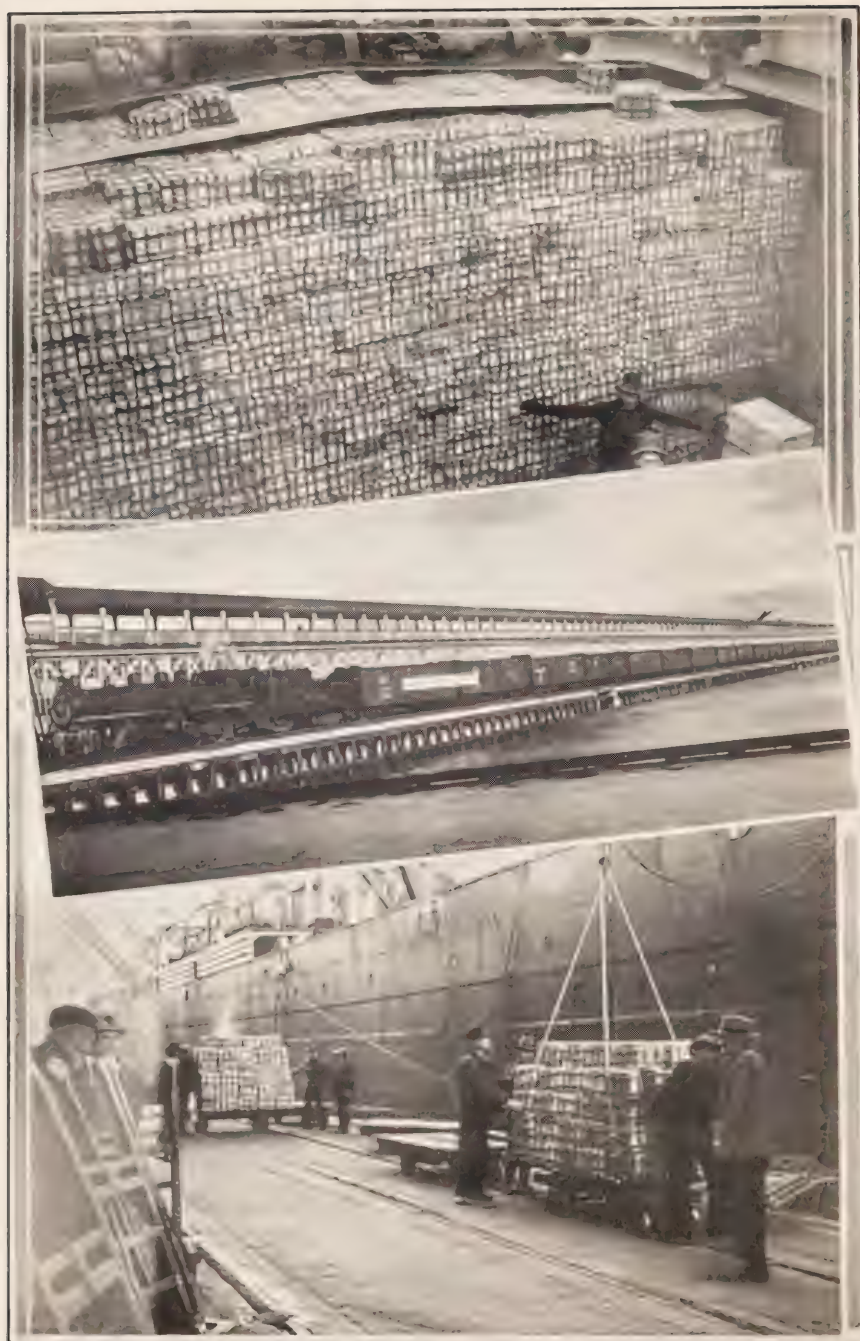
Thus in about eighteen months the elevator storage capacity at the port was increased from *one and a quarter million to over six and a half million bushels*.

The extension of storage capacity had been accompanied, of course, by the installation of the necessary accessory facilities for expeditiously handling the business, which, incidentally, had jumped from twenty-five million bushels in 1923 to fifty-four million bushels in 1924.

During 1925 extensive additions and improvements were carried out in the way of bettering facilities. Arrangements were made to install a Drier Plant at No. 2 Elevator, thereby increasing the rated drying capacity at the port to 4,000 bushels per hour.

No. 1 Jetty, which had been constructed to provide berthage for vessels to load full cargoes expeditiously from No. 1 Elevator and the Vancouver Terminal Grain Company's Elevator, was equipped with conveyor galleries and the inner west berth was dredged, thereby providing three loading berths.

At No. 3 Elevator considerable improvements were made, including the extension of the conveyor system and additions to the workhouse. On the completion of these improvements this elevator was leased to the United Grain Growers Ltd. for a two-year period, with option



*Japanese Oranges for Eastern Canada*

to renew, and the lease was assigned to an operating company under name of Burrard Elevator Company Limited.

Probably the leasing of this elevator was in some measure the cause of stimulating consideration of the alternative policies of leasing or continuing operation of elevators by the Commissioners, as the best course to follow in the interest of those concerned in the western movement of grain.

Long and serious study and discussion were given to the subject, having in view the interests of all parties likely to be affected by a decision one way or the other, and finally a decision was reached, with the result that No. 1 Elevator was leased to the Alberta Pacific Grain Co. Ltd., which company had already acquired for operation as a private house the adjoining elevator of the Vancouver Terminal Grain Co. Ltd. The Commissioners agreed to enter into this lease only on the condition that this elevator, with a capacity of 2,050,000 bushels, would be operated as a Public Terminal Elevator.

As from the same date, namely, 1st August, 1927, No. 2 Elevator was leased on a short term to the Alberta Pool Elevator Company with authority to operate it as a Private Terminal Elevator.

Meantime the United Grain Growers Ltd. (Burrard Elevator Company Limited) entered into negotiations with the Commissioners in regard to the exercise of its option to renew its lease of No. 3 Elevator, resulting in an arrangement whereby the elevator would have additional storage added, bringing its capacity up to 1,650,000 bushels, another loading berth prepared and other improvements carried out, and a new lease issued on the completion of these works.

During its tenancy of No. 2 Elevator, the Alberta Pool Elevator Company had been studying conditions and examining sites on the harbour with a view to extending its terminal operations, and finally a location was chosen just west of the Second Narrows Bridge on the South Shore of the harbour, and here an elevator with a storage capacity of 2,500,000 bushels and all modern facilities is already in course of construction and will be ready for 1928 crop.

Meanwhile another company, Messrs. Randall, Gee & Mitchell Ltd., had been looking over the field and finally decided to lease a site on the area recently reclaimed by the Commissioners on the North Shore, where it will have the honour of being the pioneer grain elevator



*Opening Ceremony, Canadian Pacific Railway Co.'s New Pier B-C 1, July 4, 1927*



company on that side of the harbour with a modern elevator of an initial storage capacity of 500,000 bushels, capable of being extended to 1,500,000 bushels.

*The net result of all this is that the Port of Vancouver, B. C., will have an elevator storage capacity of approximately 10,700,000 bushels in readiness for the 1928 crop—a creditable record of expansion in half a dozen years.*

The amount of grain shipped through the port during the calendar year 1927 was 43,552,210 bushels—much less than was anticipated.

In prospect, appearances pointed to unusual activity during the latter months of the year, but the production and handling of a grain crop is far removed from the regularity which generally governs the manufacture and distribution of goods. There are so many factors in the problem that, even with the greatest co-operation, it is usually difficult to attain expeditious movement.

Adverse harvesting conditions, traffic difficulties, scarcity of the grades in demand, sluggish markets due to big expectations in other grain-producing countries, unfavourable ocean rates—one of many causes may upset the most careful calculations and reduce or impair movement.

So far as 1927 is concerned, it has been a matter of delayed rather than reduced movement for while less grain was shipped than was expected during the calendar year, 72,121,153 bushels of the 1927 crop have passed through the port at the time of going to press, viz., May 22nd, 1928, which means that, as crop-years go, all records have been shattered, and there is still more to follow before the crop-year ends.

### MINOR EXPORTS

“Flour” shipments showed a material improvement over the previous year, the total for 1927 amounting to 126,053 tons, which indicates an increase of 23,000 tons.

The bulk of this commodity went to China and Japan; and it is interesting to note that while the former got about the same quantity as last year, Japan—where milling is understood to be developing—increased her import by about 30,000 tons.

"Lead" was exported in the amount of 101,583 tons, this being 25,000 tons more than in the previous year. Of this product, 41,354 tons went to the United Kingdom and 33,000 tons to Japan.

"Zinc" shipments amounted to 51,548 tons, representing an increase of 14,000 tons. Twelve thousand tons went to the United Kingdom, 11,000 tons to Germany, and 9,000 tons to Japan.

### NORTH SHORE DEVELOPMENT

The grading of the Terminal Railway, North Shore section, was completed in December, 1927, up to St. George's Avenue. This involved a cut along the face of a high bluff through District Lot 274 and Moodyville, and the material thus obtained was deposited on the tide-flats and enclosed within a timber bulkhead, making a level reclamation of approximately fifteen acres, suitable for industrial and commercial development. By means of the Terminal Railway this property is provided with access over the Second Narrows Bridge to the trans-continental railways in Vancouver, and is also served by a concrete



*Flour for the Orient*



*Commencement of Construction, New Elevator for Alberta Pool Elevators, Ltd.*



paved road which parallels the Terminal Railway on the north or land side. Light and power will be supplied by the British Columbia Electric Railway Co. Ltd., and water by the City of North Vancouver. During the progress of this work many inquiries were received regarding manufacturing and commercial sites and, as a result of negotiations that followed, several concerns decided to take leases—one for a grain elevator (referred to in another section of this report), another for a lumber export and general shipping business involving the construction of a 500-foot lumber assembly wharf and sheds, another for a manufacturing plant, and the indications are that the balance of the property will be taken up at a very early date.

As mentioned above, the present terminus of the Terminal Railway is in the vicinity of St. George's Avenue, and it was the original intention of the Commissioners to extend this section westerly to connect

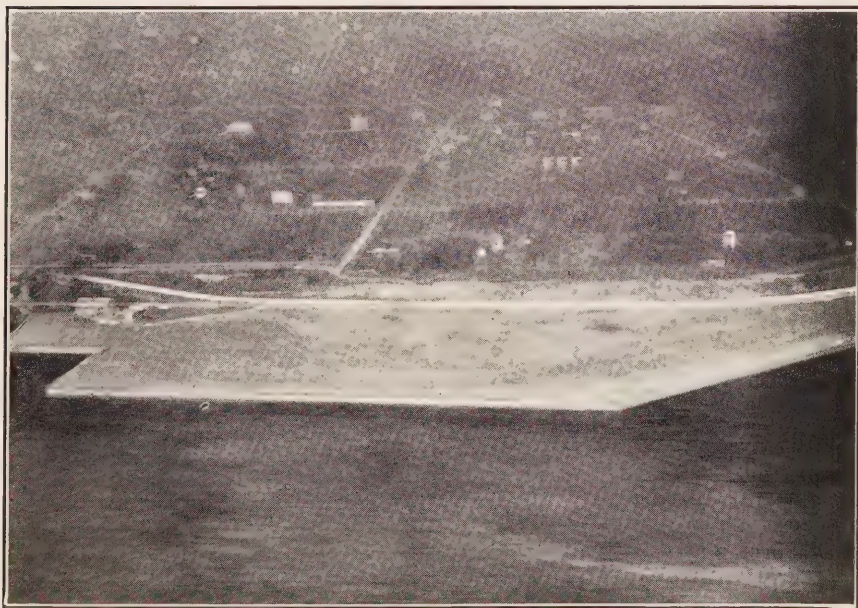


*Drydock, North Vancouver*

with the Pacific Great Eastern Railway by means of a level crossing over Lonsdale Avenue, having in mind the substitution of an overhead crossing in place of the level crossing when the volume of traffic increased to necessitate this.

On further consideration, however, it was decided that it would be every way more desirable and ultimately more economical to make the crossing at Lonsdale Avenue by means of a subway, and plans were accordingly prepared for a reinforced concrete subway, beginning at the present terminus, running along Esplanade Street, under Lonsdale Avenue and connecting with the Pacific Great Eastern tracks on the west side of Lonsdale Avenue—this being now under construction.

When this link is completed, railway service will be provided for the entire North Shore from the entrance to the harbour to the Second Narrows Bridge.



*Industrial Sites, North Vancouver*

### MARINE GASOLINE STATIONS

In the past such stations have been operated at a number of points on both sides of the harbour and, on account of the constantly increasing demand for gasoline supply, the Commissioners decided to establish a gasoline area off Deadman's Island which will provide accommodation for a sufficient number of new floating stations to meet requirements for a considerable time to come. The location chosen is convenient for the class of craft requiring this service as it is close to the entrance to Coal Harbour, which is much frequented by small craft, both for pleasure and business, and is practically in the course of fishing boats and small craft entering and leaving the harbour. Six stations have been laid out and lessees will provide their own scows and equipment, which will have to conform strictly to the Commissioners' regulations and to the requirements of the fire authorities. Vessels will not be allowed to berth or anchor at or near these stations, but will simply take their supplies and clear.

A few service stations that were carrying on business prior to this new arrangement will not be disturbed so long as their operation in their present locations is satisfactory to the Commissioners and the fire authorities, but no other stations will be allowed within the harbour outside of the prescribed area, which will be known as "Gasoline Area No. 1."

Other official areas may, of course, be established within the harbour in the future when the need for them becomes apparent.

The main benefit of this system is that the stations will be entirely apart from buildings, wharves and floating craft, and the fire risk will in consequence be practically eliminated.

### TRAFFIC DEPARTMENT

In consequence of the constantly increasing number of inquiries received for information in regard to the port, the Commissioners decided that it would be in the interests of business to institute a department whose business it will be to give careful and complete replies to all such inquiries and to compile and disseminate throughout the shipping and manufacturing centres information regarding natural products, manufactures, facilities, transportation, rates, regulations, etc., with a view to stimulating interest in the opportunities and advantages offered by the Port of Vancouver as the Pacific doorway

to the Dominion of Canada and a strategically situated shipping point on the highway to and from the markets of the world.

Among the means to be employed in carrying out the purposes of this department will be the preparation and world-wide circulation of periodic trade reports giving commodities with origin, destination and other advantageous particulars; booklets of general information, regularly revised, and circular letters of current features of interest, together with sustained press advertising and personal attention to interested visitors. The creation of this new department, which, it is hoped, will bring good results, is simply a matter of reorganization and will not involve any increase in expenditure in the way of employment.

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### BY-LAWS

The following new by-laws were passed by the Commissioners and approved by Order-in-Council during the year:

1. By-law 121, approved 26th February, 1927, being "Regulations Governing the Handling of Explosives in the Harbour," superseding previous regulations in this regard, and prepared for the purpose of insuring a maximum of safety in handling this traffic.

2. By-law 127, approved 31st August, 1927, being "Regulations Governing the Conduct, Management and Operation of the Second Narrows Bridge," Burrard Inlet, B. C., and "Regulations Governing the Conduct, Management and Operation of Vessels Passing Thereunder."

By virtue of the terms of their Act of Incorporation, the Commissioners are charged with the responsibility of regulating and controlling navigation within the harbour and, by agreement with the Burrard Inlet Tunnel and Bridge Company, they have sole control of railway traffic over the Second Narrows Bridge, and it was therefore deemed to be in order that the regulations embodied in this by-law, both in respect to the operation of the bridge and navigation of vessels passing thereunder, should be exercised by the Commissioners.



## INTERESTING NOTES

A large number of ocean-going vessels were drydocked and the following major repair jobs were carried out during the year within the harbour:

S.S. "Kaikyu Maru," 8,134 tons, repaired at cost of \$385,000.

S.S. "Prince Rupert," 3,379 tons, repaired at cost of \$75,000.

S.S. "Catala," 1,159 tons, repaired at cost of \$150,000.

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One-third of the total number of ocean-going vessels entering the harbour berthed at Ballantyne Pier.

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Two hundred cars of Japanese oranges were landed at Vancouver, ex the "Paris Maru" and "Protesilaus," on 2nd and 4th December for shipment east.

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Police report that while from 400,000 to 500,000 tons of cargo, bonded and general, have been under their care, including many thousands of cases of liquor, there has been little or no pilfering.

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Seventeen silk cargoes, representing 61,640 bales, or 188 cars, were handled at the Commissioners' piers during the year.

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Pier "B-C," the magnificent new freight and passenger pier of the Canadian Pacific Railway Company, was officially opened on 4th July, 1927.

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The Pacific Coast Association of Port Authorities held its Fourteenth Annual Convention at Vancouver, B. C., on 21st, 22nd and 23rd July, 1927.

# VANCOUVER HARBOUR COMMISSIONERS - VANCOUVER, B. C.

## Statement of Income and Expenditure

FOR THE YEAR ENDED 31ST DECEMBER, 1927

### INCOME ON REVENUE ACCOUNT

ITEMS	TOTALS	GRAND TOTALS
GRAIN ELEVATOR SYSTEM—For seven months ended 31st July, 1927, when elevators leased	\$316,208.61	
TRAFFIC DEPARTMENT—		
Piers, etc.	\$380,502.02	
Terminal Railway	187,361.00	
	717,863.02	
ELEVATOR NO. 3 AND JETTY	58,081.27	
GRANVILLE ISLAND—Rentals, etc.	42,183.03	
HARBOUR DUES	120,734.61	
CARGO RATES	468,020.00	
WATER LOT RENTALS	20,816.06	
RENTALS	221,583.32	
MISCELLANEOUS REVENUE	19,896.25	

TOTAL INCOME ON REVENUE ACCOUNT \$2,003,889.30

### RECEIPTS ON CAPITAL ACCOUNT

DOMINION GOVERNMENT ADVANCES on loan, covering which Debentures have been issued to the Government of the Dominion of Canada under "The Vancouver Harbour Advances Acts," 1924 and 1927	\$1,342,000.00
ADVANCES APPLIED FOR — Debentures to be issued which advances received.	
Balance at 31st December, 1926	\$144,891.96
Balance at 31st December, 1927	512,790.39
Balance to deduct	32,104.57
	1,569,893.43

### GRAND TOTAL RECEIPTS, YEAR 1927

Balance as at 31st DECEMBER, 1927—	
On IN-LANDING ACCOUNTS, ETC.	\$ 390,069.50
INTEREST DUE ON DEBENTURES to 31st December, 1927	367,744.41
RESERVE TO DATE FOR DEPRECIATIONS AND RENEWALS	552,190.37
SINKING FUND RESERVE at 31st December, 1926	\$842,390.82
— ADD —	
Appropriated for year 1927	300,000.00
Interest from Investments	15,407.91
	1,417,798.71

TOTAL OUTSTANDING AT 31st DECEMBER, 1927 \$2,467,502.01

TOTAL OUTSTANDING AT 31st DECEMBER, 1926 2,061,837.14

Balance of OUTSTANDING TO DEDUCT 194,034.40

### EXPENDITURE ON REVENUE ACCOUNT

ITEMS	TOTALS	GRAND TOTALS
GRAIN ELEVATOR SYSTEM—Operation and Maintenance — For seven months ended 31st July, 1927, when elevators leased	\$180,938.18	
TRAFFIC DEPARTMENT—Operation and Maintenance:		
Piers, etc.	\$306,760.80	
Terminal Railway	124,373.33	
	521,334.13	
ELEVATOR NO. 3 AND JETTY	14,511.76	
GRANVILLE ISLAND—Operation and Maintenance	11,018.16	
The above figures do not include interest, sinking fund, or depreciations.		

MISCELLANEOUS EXPENSES, including administration, engineering, advertising, special representation in the Orient, and general harbour expense	190,089.26
RESERVE FOR DOUBTFUL ACCOUNTS and amounts written off	2,804.63
HASTINGS SAWMILL PROPERTY — Interest on Mortgage notes, covering purchase	97,500.00

TOTAL OPERATION, MAINTENANCE, ETC. \$ 988,196.42

INTEREST ON DEBENTURES, not chargeable to construction for the year 1927 \$711,686.30

INTEREST ON BANK LOANS, ETC., for the year 1927 18,724.65

730,409.95

EXPENDITURE ON REVENUE ACCOUNT \$1,718,606.87

### APPROPRIATIONS OUT OF REVENUE AND SURPLUS

INCREASE FOR THE YEAR 1927—	
Reserve for Depreciations and Renewals	\$ 136,277.02
Sinking Fund Reserve	300,000.00
RESERVE against liability to British Oriental Grain Co., Ltd., re cancellation of lease of Elevator No. 3	137,000.00
PRELIMINARY PLANS AND EXPENSES in connection with certain proposed works, now written off	29,494.92
	599,871.94

### EXPENDITURE ON CAPITAL ACCOUNT

BALLANTYNE PIER	\$ 366.07
GRAIN ELEVATOR SYSTEM	
Construction work and equipment	642,807.84
GRAIN CONVEYOR GALLERIES—Equipment, etc.	10,384.38
REAL ESTATE—Land purchase, etc.	102,300.99
NORTH VANCOUVER PROPERTY—Lands for development and railway right-of-way	225,044.32
MISCELLANEOUS EQUIPMENT, proposed works, etc.	20,201.27
OIL STORAGE TANKS	\$ 803.95
BOATS	2,786.49
SIGNAL STATION	824.04
	3,614.18

TOTAL EXPENDITURE ON CAPITAL ACCOUNT 995,218.91

GRAND TOTAL EXPENDITURE, YEAR 1927 64,407,197.25

### Balance at 31st DECEMBER, 1927—

OUTSTANDING ACCOUNTS RECEIVABLE, ETC. \$220,619.20

ADVANCES DUE FROM OTTAWA or authorized expenditure to date 512,790.39

BIRCHMOUNT FURNACE AND BRIDGES Co.—Advance under Agreement for Mortgage 98,181.20

MATERIALS AND SUPPLIES on hand 31,019.26

SINKING FUND—

Portion of Reserve set aside in Investments \$312,396.23

Bank 7,921.81

CASH IN BANK AND ON HAND 209,776.61

TOTAL BALANCE 31st DECEMBER, 1927 21,781,007.84

TOTAL BALANCE 31st DECEMBER, 1926 1,472,131.81

DIFFERENCE IN BALANCE TO ADD 12,055.98

21,803,063.82

Certified:

C. L. WHITE,  
Comptroller.

Certified:

W. D. HARVEY,  
Secretary.

\$2,119,750.23

Verified:

WILSON & WILSON, C.A.,  
Auditors.

Vancouver, B. C., 20th February, 1928





Visitors to the Port of Vancouver, B. C., included Lord Willingdon, Governor-General of Canada, and Lady Willingdon; Sir Esme Howard, British Ambassador at Washington, D. C.; F. A. Pauline, Agent-General in London, England, for the Province of British Columbia; E. W. Beatty, President of Canadian Pacific Railway Company; Sir Henry Thornton, President of Canadian National Railways; the following Cabinet Ministers of the Dominion of Canada: Hon. P. Venoit, Postmaster-General; Hon. J. A. Elliott, Minister of Public Works; Hon. Dr. J. H. King, Minister of Health and Soldiers' Civil Re-establishment; Hon. Peter Heenan, Minister of Labour; Hon. Lucien Cannon, Solicitor-General, and representatives of Banking Houses, Steamship Lines, Engineering Institutions, Grain Growers from the Canadian Prairies, and the Press.

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## BALLANTYNE PIER

## GENERAL TONNAGE STATEMENT FOR THE YEAR 1927

Deep-sea Vessels Berthed	373
Coastal Vessels Berthed	868

## DEEP-SEA VESSELS (INWARD)—

General Cargo—Handled .....	138,190 tons
“ “ Alongside cars .....	8,669 tons
“ “ Overside .....	6,078 tons
Total	152,937 tons

## COASTAL VESSELS (INWARD)—

General Cargo	66,813 tons
Total Inward ....	219,750 tons

## DEEP-SEA VESSELS (OUTWARD)—

General Cargo—Handled	143,302 tons
“ “ Alongside cars ..	914 tons
“ “ Overside	5,837 tons
Total	150,053 tons

## COASTAL VESSELS (OUTWARD)—

General Cargo .....	23,477 tons
Total Outward ....	173,530 tons
Total—	393,280 tons

Lumber—Handled	570,159 ft.
“ Cars alongside	1,559,911 ft.
“ Overside	43,703,587 ft. Total—45,833,657 ft.
Logs—Overside	9,296,224 ft.
Shingles—Ex Shed	806,250 pcs.
“ Cars alongside	325,000 pcs.
“ Overside	1,824,000 pcs. Total—2,955,250 pcs.
Lath Ex Shed	27,000 pcs.
“ Cars alongside	272,500 pcs.
“ Overside	1,894,500 pcs. Total—2,194,000 pcs.
Bulk Grain—Ex Elevator	8,187,855 bushels

## LAPOINTE PIER

GENERAL TONNAGE STATEMENT TO 31<sup>ST</sup> JULY, 1927

Deep-sea Vessels Berthed ..... 77

Coastal Vessels Berthed ..... 6

## DEEP-SEA VESSELS (INWARD) —

General Cargo—Handled .....	3,085 tons	
“ “ Overside .....	1,304 “	Total—4389 tons

## COASTAL VESSELS (INWARD)—

General Cargo .....	546 “
	— “
	4935 “

## DEEP-SEA VESSELS (OUTWARD)—

General Cargo—Handled .....	10,534 tons
Lumber—Ex Shed .....	54,146 ft.
“ Cars alongside .....	345,851 ft.
“ Cars direct .....	127,795 ft.
“ Overside .....	11,506,641 ft. Total—12,034,433 ft.

Logs—Overside ..... 10,988,533 ft.

Shingles—Ex Shed .....	419,250 pcs.
“ Overside .....	4,647,580 pcs. Total—5,066,830 pcs.

Lath—Ex Shed .....	18,000 pcs.
“ Cars alongside .....	180,000 pcs.
“ Overside .....	337,500 pcs. Total —535,500 pcs.

Bulk Wheat—Ex Elevator ..... 1,162,402 bushels

NOTE:—On 1st August, 1927, this pier was leased with No. 1 Grain Elevator to the Alberta Pacific Grain Elevator Co. Ltd.

## No. 1 JETTY

## STATEMENT OF CARGO LOADED TO VESSELS, YEAR 1927

Deep-sea Vessels . . . . .	109
Lumber—Overside . . . . .	3,730,146 ft.
Logs—Overside . . . . .	9,361,725 ft.
General Cargo—Ex Dock . . . . .	19½ tons
“ “ Overside . . . . .	1,875 tons
Bulk Grain—Ex Elevator . . . . .	12,212,854 bushels

## No. 3 JETTY

## STATEMENT OF CARGO LOADED TO VESSELS, YEAR 1927

Deep-sea Vessels . . . . .	117
Lumber—Overside . . . . .	977,587 ft.
Logs—Overside . . . . .	2,227,230 ft.
General Cargo—Overside . . . . .	932 tons
“ “ Ex Dock . . . . .	272 tons
Bulk Grain—No record.	

## COMPARATIVE RECORD OF SHIPPING, 1926 AND 1927

## LOCAL COASTWISE

(This includes all vessels trading in British Columbia waters only)

	No of Ships		Gross Tons		Net Tons	
	1926	1927	1926	1927	1926	1927
January .....	1,191	1,083	441,149	504,583	299,334	322,183
February .....	1,125	1,164	396,968	466,248	261,388	297,863
March .....	1,219	1,363	460,978	505,218	300,258	322,062
April .....	1,322	1,391	513,957	535,383	331,707	347,772
May .....	1,573	1,680	689,711	741,458	426,284	464,019
June .....	1,639	1,757	660,003	723,319	408,371	461,284
July .....	1,567	1,696	750,963	781,746	459,814	480,995
August .....	1,554	1,637	724,987	774,280	447,339	492,486
September .....	1,560	1,608	636,636	672,898	386,716	427,335
October .....	1,701	1,693	567,732	537,043	271,869	353,500
November .....	1,459	1,466	519,118	527,475	341,555	343,662
December .....	1,238	1,232	530,647	497,793	333,985	314,719
Total .....	17,148	17,770	6,892,579	7,267,444	4,268,620	4,627,880
	Increase—622		Increase—374,865		Increase—359,260	

COMPARATIVE RECORD OF SHIPPING, 1926 AND 1927—*Continued*

FOREIGN COASTWISE		(This includes all vessels trading to Puget Sound and Alaska)			
	No of Ships	Gross Tons		Net Tons	
		1926	1927	1926	1927
January .....	109	237,471	211,705	130,624	106,833
February .....	113	190,803	197,599	104,879	101,962
March .....	122	220,982	225,362	121,605	115,937
April .....	121	203,093	224,435	114,124	115,141
May .....	112	313,580	335,567	161,020	165,624
June .....	138	444,135	439,797	214,704	213,838
July .....	145	480,309	474,676	225,751	237,474
August .....	155	470,134	497,308	228,350	239,369
September .....	149	420,407	401,600	202,859	200,552
October .....	140	275,674	317,582	157,511	166,120
November .....	123	238,429	224,895	130,527	124,325
December .....	121	215,637	207,173	108,988	110,187
Total	1,548	3,710,654	3,757,699	1,900,942	1,897,362
	Decrease—78	Increase—47,045		Decrease—3,580	

## COMPARATIVE RECORD OF SHIPPING, 1926 AND 1927—Continued

## DEEP SEA

(This includes all vessels passing outside Cape Flattery)

	No of Ships	Gross Tons		Net Tons	
		1926	1927	1926	1927
January .. .. .	121	637,701	548,141	405,344	343,191
February .. . . .	87	476,803	370,347	296,817	235,825
March .. . . .	87	492,888	500,849	316,665	309,025
April .. . . .	92	530,484	489,913	332,148	307,149
May .. . . .	87	467,989	460,641	289,330	285,500
June .. . . .	73	373,195	417,775	237,235	259,276
July .. . . .	82	467,828	430,081	291,967	263,624
August .. . . .	77	427,785	528,762	267,949	327,918
September .. . . .	84	440,092	394,816	272,341	246,922
October .. . . .	89	489,996	574,269	308,130	358,004
November .. . . .	104	590,089	558,401	372,552	348,423
December .. . . .	88	482,875	792,509	307,588	494,158
Total .. . . .	1,071	5,877,725	6,066,504	3,698,066	3,779,015
		Increase—188,779		Increase —80,949	
		Increase—52			



## COMPARATIVE RECORD OF SHIPPING, 1926 AND 1927—Continued

## TOTAL SHIPPING

	No of Ships		Gross Tons		Net Tons	
	1926	1927	1926	1927	1926	1927
January	1,421	1,294	1,316,321	1,264,429	835,302	772,207
February	1,325	1,339	1,064,574	1,034,194	663,084	635,650
March	1,428	1,575	1,174,848	1,231,429	738,528	747,024
April	1,535	1,591	1,247,534	1,249,731	777,979	770,062
May	1,772	1,890	1,471,280	1,537,666	876,634	915,143
June	1,850	1,970	1,477,333	1,580,891	860,310	934,398
July	1,794	1,913	1,698,830	1,686,503	977,532	982,093
August	1,786	1,885	1,622,906	1,800,350	943,638	1,059,773
September	1,793	1,790	1,497,135	1,469,314	861,916	874,809
October	1,930	1,910	1,333,402	1,428,894	737,510	877,624
November	1,686	1,705	1,347,636	1,310,771	844,634	816,410
December	1,447	1,501	1,229,159	1,497,475	750,561	919,064
Total	19,767	20,363	16,480,958	17,091,647	9,867,628	10,304,257
	Increase—596		Increase—610,689		Increase—436,629	

## NATIONALITY OF DEEP-SEA VESSELS, 1927

	British	U. S. A.	Japan	Norway	Sweden	Holland	Denmark	Germany	France	Italy	Panama	Guatemala	Totals
January .....	31	31	20	5	3	1	2	.....	2	2	.....	.....	97
February .....	24	23	10	2	3	2	1	2	1	1	1	.....	70
March .....	34	30	17	.....	3	1	2	1	2	2	.....	.....	92
April .....	31	27	15	3	3	2	2	1	3	1	.....	.....	88
May .....	32	28	11	5	3	2	1	1	2	1	1	1	88
June .....	27	30	8	6	.....	3	2	3	1	2	1	.....	83
July .....	31	27	10	1	.....	1	1	.....	3	1	.....	.....	75
August .....	36	26	11	10	1	3	5	1	3	3	.....	.....	99
September .....	33	22	8	5	1	2	2	2	1	.....	.....	.....	76
October .....	43	23	13	7	2	2	3	3	3	2	.....	1	102
November .....	46	31	13	5	3	.....	4	1	2	4	.....	.....	109
December .....	77	29	19	5	2	3	.....	3	2	4	.....	.....	144
Totals .....	445	327	155	54	24	22	25	18	25	23	3	2	1,123

## LOCAL COASTWISE IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January	266,058	191,063	87,583,120	46,446,280	\$5,747,194	\$3,584,595
February	273,596	214,434	91,496,707	60,544,717	4,240,399	3,353,036
March	287,759	285,352	95,067,823	94,097,964	3,954,733	4,179,132
April	297,755	264,987	115,995,262	82,761,449	4,305,769	3,947,579
May	257,944	282,713	77,787,175	81,213,522	3,573,569	4,440,954
June	359,973	292,029	110,040,610	91,630,272	4,459,794	3,844,404
July	310,031	288,479	93,522,183	79,869,745	5,009,598	5,181,703
August	304,223	286,695	75,450,714	98,944,697	6,307,336	5,024,718
September	317,239	289,340	85,392,713	75,686,901	8,350,755	5,934,685
October	324,490	281,798	94,477,361	80,729,459	6,441,921	5,210,103
November	265,864	284,746	80,441,536	88,509,349	4,642,263	4,792,626
December	242,280	215,152	82,361,582	63,443,979	4,407,068	4,133,850
Total	3,507,212	3,176,788	1,089,980,786	943,878,334	\$61,440,399	\$53,627,385
	Decrease—330,424		Decrease 146,102,432		Decrease—\$7,813,014	

## LOCAL COASTWISE EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January .....	52,394	32,929	14,404,200	6,807,405	\$4,038,492	\$3,097,202
February .....	44,729	42,989	12,907,874	5,674,960	2,947,457	4,182,596
March .....	66,269	49,552	14,152,858	7,468,225	6,928,646	4,829,167
April .....	59,560	57,270	14,187,137	10,456,395	4,806,651	5,263,722
May .....	43,396	43,259	9,462,598	6,725,231	3,924,242	5,216,743
June .....	41,543	57,664	4,203,204	8,312,067	5,301,955	5,715,879
July .....	51,995	54,679	4,693,748	7,245,777	6,014,251	4,557,434
August .....	51,514	45,749	10,695,489	6,762,461	4,554,078	4,760,515
September .....	53,018	60,615	7,313,324	10,915,245	5,942,547	4,961,873
October .....	45,803	51,204	5,596,257	9,779,531	5,659,847	5,210,103
November .....	41,838	41,035	7,703,485	4,971,642	3,240,532	4,482,747
December .....	46,855	43,117	8,936,705	4,564,729	3,787,169	4,481,399
Total .....	598,914	580,062	114,256,879	89,683,668	\$57,145,863	\$56,759,380
	Decrease—18,852		Decrease—24,573,211		Decrease—\$386,483	

## FOREIGN COASTWISE IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January	1,717	6,773	3,190	3,622	\$ 392,921	\$ 626,728
February	2,542	4,767	.....	7,252	346,847	464,565
March	1,417	4,525	4,248	247,540	365,368	617,457
April	1,663	4,921	1,560	991,926	426,846	458,034
May	2,967	4,834	633,100	600,098	438,065	583,888
June	1,898	4,240	138,744	227,697	511,638	551,605
July	6,223	8,680	720,109	3,005,302	481,388	727,325
August	10,065	2,275	10,567	7,802	549,317	455,288
September	8,879	1,896	369,581	1,584,858	578,572	503,261
October	8,757	2,976	685,286	372,056	664,052	685,276
November	2,176	3,446	562	19,600	451,875	808,408
December	4,157	1,845	60,772	4,128	580,610	346,614
Total	52,461	51,178	2,627,719	7,071,881	\$5,787,499	\$6,828,449
	Decrease—1,283		Increase—4,444,162		Increase—\$1,040,950	

## FOREIGN COASTWISE EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January .....	5,272	4,222	2,708,483	1,729,750	\$ 165,887	\$ 233,311
February .....	4,667	2,304	1,546,729	696,057	1,272,651	324,619
March .....	9,265	1,664	3,182,541	500,207	578,608	186,951
April .....	5,097	5,045	1,070,265	2,175,609	480,052	242,902
May .....	5,475	3,860	2,279,120	1,792,480	470,259	328,908
June .....	5,327	1,022	1,555,197	6,833	682,675	278,375
July .....	6,280	1,188	2,472,326	168,410	222,882	258,083
August .....	4,485	7,695	1,805,628	3,494,234	323,057	501,924
September .....	2,495	587	578,376	13,612	608,289	294,565
October .....	9,412	1,092	3,747,833	13,541	643,067	388,991
November .....	1,760	1,487	3,546	4,718	648,289	564,321
December .....	5,116	3,031	2,006,632	1,272,675	431,989	423,642
Total .....	64,651	33,197	22,956,676	11,868,126	\$6,527,705	\$4,326,612
	Decrease—31,454		Decrease—11,088,550		Decrease—\$2,201,093	

## DEEP SEA IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January	98,272	100,983		78,580	\$10,806,621	\$15,124,186
February	86,483	98,664	101,444	8,256	16,873,840	10,487,165
March	84,974	74,578	42,059	7,606	14,531,548	16,125,920
April	87,402	120,162	30,466	76,213	17,021,476	14,280,584
May	96,945	89,187	8,407	63,943	20,074,426	28,099,461
June	69,047	107,602	92,305	151,219	11,885,274	14,279,713
July	91,636	115,489	189,201	102,103	21,889,259	30,277,946
August	94,271	140,205	95,828	26,906	16,941,353	16,297,789
September	136,834	78,874	104,130	70,123	17,006,664	25,713,954
October	75,924	129,426	15,252	51,948	12,527,208	26,743,596
November	76,160	91,588	18,552	10,465	29,454,154	13,662,540
December	124,289	138,631	124,931	15,532	11,637,534	23,158,530
Total	1,122,237	1,285,389	822,575	662,894	\$200,649,357	\$234,251,384
	Increase—163,152		Decrease—159,681		Increase—\$33,602,027	



## DEEP SEA EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January .....	383,792	250,232	44,104,591	39,406,675	\$18,726,859	\$10,835,286
February .....	358,114	212,890	34,886,044	35,006,822	19,073,721	11,035,276
March .....	302,839	246,179	44,167,202	33,578,365	16,232,440	11,187,151
April .....	251,522	243,335	49,259,833	41,751,730	11,922,510	11,572,193
May .....	181,534	193,855	45,300,857	37,986,381	9,518,675	8,910,438
June .....	149,581	169,213	35,816,333	39,816,893	8,712,046	8,726,067
July .....	124,785	138,358	45,694,318	52,443,532	6,276,345	6,023,849
August .....	116,789	118,693	44,628,409	44,195,819	7,004,638	6,782,426
September .....	89,582	111,087	27,065,204	41,613,091	7,380,895	6,501,887
October .....	163,327	185,646	41,865,398	38,788,708	9,714,725	9,616,686
November .....	255,941	349,943	42,298,824	41,511,471	14,050,472	15,827,386
December .....	312,141	463,582	36,752,741	38,240,645	14,790,603	20,136,881
Total .....	2,689,947	2,683,013	491,839,754	484,340,132	\$143,403,928	\$127,155,496
		Decrease—6,934		Decrease—7,499,622		Decrease—\$16,248,432

## TOTAL IMPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January	366,047	298,819	87,586,310	46,528,482	\$16,946,736	\$19,335,509
February	362,621	317,865	91,598,151	60,560,225	21,461,086	14,304,766
March	374,050	364,455	95,114,130	94,353,110	18,851,649	20,922,509
April	386,820	390,070	116,027,288	83,829,588	21,754,091	18,686,197
May	357,856	376,734	78,428,682	81,877,563	24,086,060	33,124,303
June	430,918	403,871	110,635,659	92,009,188	16,856,706	18,675,722
July	407,890	412,648	94,431,493	82,977,150	27,380,245	36,186,974
August	408,559	429,175	75,557,109	98,979,405	23,798,006	21,777,795
September	462,952	370,110	85,866,424	77,341,882	25,935,991	32,151,900
October	409,171	414,200	95,177,899	81,153,463	19,633,181	32,638,975
November	344,200	379,780	80,460,650	88,639,414	34,548,292	19,263,574
December	370,726	355,628	82,547,285	63,463,639	16,625,212	27,638,994
Total	4,681,910	4,513,355	1,093,431,080	951,613,109	\$267,877,255	\$294,707,018
	Decrease—168,555		Decrease—141,817,971		Increase—\$26,829,763	

## TOTAL EXPORTS

	Total Cargo Tons		Logs and Lumber Board Feet		Value	
	1926	1927	1926	1927	1926	1927
January .....	441,458	287,383	61,217,274	47,943,830	\$22,931,238	\$14,165,789
February .....	407,510	258,183	49,340,647	41,377,839	23,293,829	15,542,491
March .....	378,373	297,395	61,502,601	41,546,797	23,739,694	16,503,269
April .....	316,179	305,650	64,517,235	54,383,734	17,209,213	17,078,817
May .....	230,405	240,974	57,042,575	46,504,092	13,913,176	14,456,089
June .....	196,451	227,899	41,574,734	48,135,793	14,696,676	14,720,821
July .....	183,060	194,225	52,860,392	59,857,719	12,513,478	10,839,366
August .....	172,788	172,137	57,129,526	54,452,514	11,881,769	12,014,865
September .....	145,095	172,289	34,956,904	52,541,948	13,931,731	11,758,325
October .....	218,543	237,942	51,209,488	48,581,780	16,017,639	15,215,280
November .....	299,539	392,465	50,005,855	46,487,831	17,939,293	20,874,454
December .....	364,112	509,730	47,696,078	44,078,049	19,009,761	25,041,922
Total .....	3,353,512	3,296,272	629,053,309	585,891,926	\$207,077,497	\$188,241,488
	Decrease—57,240		Decrease		Decrease—\$18,836,009	
				43,161,383		

TOTAL WATER-BORNE TRADE OF THE PORT OF VANCOUVER, B. C., EXCLUSIVE OF  
INTER-HARBOUR MOVEMENTS  
IMPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921	1,680,867	\$34,801,652	670,500	\$162,605,180	2,351,367	\$197,406,832
1922	2,207,127	35,826,338	838,500	171,205,291	3,045,627	207,031,629
1923	2,466,391	40,639,924	964,794	183,856,353	3,431,185	224,496,277
1924	2,504,538	40,837,736	1,004,689	160,164,183	3,509,227	201,011,919
1925	2,789,099	49,362,254	1,025,710	185,065,320	3,814,809	234,427,574
1926	3,502,212	61,440,399	1,174,698	206,436,856	4,681,910	267,877,255
1927	3,176,788	53,627,385	1,336,567	240,796,630	4,512,761	294,707,763

EXPORTS

	LOCAL		FOREIGN		TOTAL	
	Tons	Value	Tons	Value	Tons	Value
1921	276,009	\$35,298,977	579,089	\$ 49,971,071	855,098	\$ 85,270,048
1922	310,875	34,277,042	1,091,306	68,886,767	1,402,181	103,163,809
1923	474,429	42,211,267	1,693,770	90,978,186	2,168,199	133,189,453
1924	497,935	39,202,900	2,686,043	130,306,063	3,183,978	169,513,963
1925	553,079	49,714,336	2,046,088	129,285,958	2,600,167	179,000,294
1926	598,914	57,145,863	2,754,598	149,931,634	3,353,512	207,077,497
1927	580,062	56,759,380	2,716,210	131,482,108	3,296,272	188,241,488

## IMPORTS BY COUNTRIES

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Arctic .....	5	.....	\$ 21,365
Argentine .....	30,906	.....	984,846
Australia .....	22,145	348,726	3,289,130
Belgium .....	35,083	.....	2,054,624
Brazil .....	1,657	.....	664,552
B. C. Points .....	3,176,788	943,878,344	53,627,385
China .....	44,147	21,186	16,132,361
Colombia .....	426	.....	214,004
Cuba .....	3,491	.....	181,440
Deep-sea Fisheries .....	1,177	.....	400,655
Denmark .....	14	.....	4,183
Dutch East Indies .....	95	.....	7,883
Eastern Canada .....	60,042	.....	7,972,255
Fiji .....	59,317	.....	4,176,976
France .....	5,091	.....	470,507
Germany .....	9,702	.....	644,962
Guatemala .....	15	.....	8,419
Hawaii .....	2,262	.....	384,438
Holland .....	9,411	.....	975,686
India .....	6,623	.....	1,457,272
Italy .....	2,031	.....	194,884
Japan .....	52,576	133,465	154,483,069
Java .....	210	.....	86,307
Jamaica .....	1,264	.....	146,667
New Zealand .....	4,523	.....	3,707,012
Norway .....	72	.....	11,467
Panama .....	57	.....	25,917
Peru .....	13,703	.....	146,693
Philippines .....	3,396	84,438	537,441
Salvador .....	85	.....	7,315
Spain .....	720	.....	105,631
Straits Settlements .....	4,670	20,292	646,634
Sweden .....	4,128	.....	225,064
Switzerland .....	2	.....	566
South Africa .....	150	.....	17,443
Trinidad .....	7,908	.....	660,913
U. K. ....	83,582	4,718	19,716,748
U. S. A. ....	865,841	7,121,940	20,297,358
Venezuela .....	40	.....	16,946
Total .....	4,513,355	951,613,109	\$294,707,018

## EXPORTS BY COUNTRIES

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Arctic .....	466	40,641	\$ 215,649
Argentine .....	1,036	99,638	67,927
Australia .....	66,173	18,744,272	7,238,665
Belgium .....	57,025	303,173	3,340,732
Bolivia .....	62	.....	8,585
Borneo .....	12	.....	1,411
Brazil .....	56	.....	4,148
B. C. Coast Points.....	580,062	89,683,668	56,759,380
British Guiana .....	80	22,623	7,854
British West Indies .....	2,409	863,730	61,202
Canary Islands .....	50	.....	7,048
Chile .....	855	.....	112,735
China .....	163,948	8,560,887	12,177,996
Colombia .....	8,689	370,737	788,457
Cook's Islands .....	3	.....	461
Costa Rica .....	11	.....	1,604
Cuba .....	89	.....	11,916
Czecho Slavakia .....	4	.....	598
Denmark .....	16,351	..	740,236
Dutch East Indies ..	16	.....	1,687
Dutch Guiana .....	79	27,523	2,734
Dutch West Indies .....	9	.....	1,295
Dominican Republic .....	10	.....	229
East Africa .....	24	.....	3,268
Eastern Canada .....	51,133	25,454,019	2,939,188
Ecuador .....	227	.....	29,037
Egypt .....	235	.....	34,584
Estonia .....	1,247	.....	74,309
Fiji .....	4,118	1,624,835	302,094
French West Indies .....	163	76,040	4,771
France .....	88,688	919,633	4,719,191
French Indo China .....	59	.....	4,020
Germany .....	124,049	3,544,308	6,663,264
Gibraltar .....	24,107	.....	1,158,558

Continued on next page.

EXPORTS BY COUNTRIES—*Continued*

	Total Cargo Tons	Logs and Lumber Board Feet	Value
Greece .....	263	.....	\$ 36,977
Guatemala .....	10	.....	1,195
Hawaii .....	1,763	892,525	56,778
Holland .....	107,088	1,570,890	5,661,086
Irish Free State .....	27	.....	5,250
India .....	1,922	1,036,055	65,522
Italy .....	86,242	758,089	4,358,572
Japan .....	835,816	242,635,928	27,631,806
Jamaica .....	5,936	1,254,012	326,514
Java .....	579	.....	90,867
Malta .....	9,948	.....	435,326
Mauritius .....	24	.....	3,099
Martinique .....	866	490,327	18,746
Mesopotamia .....	4	.....	446
Mexico .....	167	.....	19,863
Newfoundland .....	2,598	1,732,057	31,260
New Guinea .....	10	.....	1,200
New Zealand .....	37,132	12,083,041	2,814,758
Nicaragua .....	99	.....	7,118
Norway .....	13,385	.....	704,710
Panama .....	80	.....	11,418
Peru .....	13,476	102,600	675,227
Palestine .....	10	.....	1,407
Philippines .....	9,945	446,066	1,576,404
Russia .....	8,742	998,293	804,922
Salvador .....	5	.....	647
South Africa .....	17,205	10,098,880	483,145
Siam .....	5	.....	624
Straits Settlements .....	3,089	55,716	205,662
Sweden .....	32,743	.....	1,448,144
Syria .....	13	.....	1,695
Sicilly .....	120	.....	16,139
Tonga Island .....	3	.....	582
Tahiti .....	1,057	.....	741,488
Trinidad .....	7,927	3,155,811	293,183
Uruguay .....	67	.....	2,458
U. K. ....	645,347	19,003,460	33,825,752
U. S. A. ....	256,771	138,644,561	8,043,177
Venezuela .....	2,904	597,888	136,354
West Africa .....	1,438	.....	217,194
Total .....	3,296,272	585,891,926	\$188,241,488



## EXPORTS OF CANNED FISH—SHOWN IN CASES

Argentine .....	2,419
Australia .....	222,718
Belgium .....	41,917
Bolivia .....	1,745
British Guiana .....	1,081
Bermudas .....	426
Canary Islands .....	1,371
Chile .. ..	24,047
China .....	2,035
Colombia .....	7,992
Cook's Islands ..	80
Costa Rica ..	320
Cuba .....	2,550
Denmark .. ..	668
Dutch Guiana .....	300
Dutch East Indies .....	350
Dutch West Indies .....	241
East Africa .....	611
Eastern Canada .....	105,331
Ecuador .....	6,125
Egypt .....	6,475
Fiji .....	23,407
France ..	234,045
Germany .....	240,645
Gibraltar ..	137
Greece ..	7,211
Guatemala .....	250
Holland .....	9,367
India .....	7,911
Italy .....	185,073
Java .....	12,702
Japan ..	3,957
Mauritius .....	673
Malta .....	643
Mesopotamia .....	100
Mexico .....	3,500
New Zealand .....	42,205
Nicaragua .....	651
Palestine .....	266
Panama .....	2,192
Peru .....	7,303
Philippines .....	3,200
Salvador .....	115

Continued on next page.

## EXPORTS OF CANNED FISH—SHOWN IN CASES

—(Continued)

Siam .....	100
South Africa .....	44,515
Straits Settlements .....	29,396
Sweden .....	273
Syria .....	350
Tonga Islands .....	75
Trinidad .....	6,986
United Kingdom .....	284,076
U. S. A. ....	17,190
Venezuela .....	8,615
West Africa .....	39,459
Sicily .....	3,343
Jamaica .....	4,935
Barbadoes .....	2,300
Borneo .....	300
Dominican Republic .....	155
Irish Free State .....	750
Norway .....	100
Czecho Slavakia .....	100
Bahamas .....	25
St. Kits .....	45
Russia .....	20
San Domingo .....	100
New Guinea .....	245
Total .....	1,657,838

## EXPORTS OF SALT &amp; DRIED FISH—SHOWN IN TONS

Australia .....	31
China .....	31,986
Fiji .....	2
Germany .....	277
Japan .....	16,521
Norway .....	23
United Kingdom .....	25
U. S. A. ....	259
Dutch East Indies .....	1
Denmark .....	14
Total .....	49,139

## EXPORTS OF GRAIN—SHOWN IN BUSHELS

British Columbia Points	219,320
Belgium	1,453,693
British West Indies	7,055
China	1,321,670
Colombia	198,903
Denmark	530,132
Eastern Canada	3,345
Fiji	59
France	2,552,322
Germany	2,971,500
Gibraltar	803,399
Holland	2,944,432
Italy	2,552,090
Japan	7,826,511
Jamaica	2,283
Mexico	1,352
Malta	327,466
Norway	181,812
Nicaragua	2,524
Peru	433,264
Philippines	14,767
Sweden	1,023,890
Trinidad	50,163
United Kingdom	18,066,974
U. S. A.	6,437
Venezuela	56,847
Total	43,602,210

## EXPORTS OF APPLES—SHOWN IN BOXES

China	19,210
Fiji	532
Germany	700
Holland	18,772
India	120
New Zealand	35,645
Norway	7,200
Philippines	6,848
United Kingdom	118,322
U. S. A.	544
Denmark	1,512
Philippines	1,000
Hawaii	200
Total	210,605

## EXPORTS OF FLOUR—SHOWN IN TONS

China .....	60,932
Fiji .....	30
French West Indies .....	49
Germany .....	355
Italy .....	184
Japan .....	36,096
New Zealand .....	2,780
Norway .....	7,214
Philippines .....	2,713
Russia .....	86
Straits Settlements .....	145
Sweden .....	1,666
Trinidad .....	2,015
United Kingdom .....	6,430
U. S. A. .....	654
French Indo China .....	59
Jamaica .....	3,551
Martinique .....	123
British West Indies .....	64
Colombia .....	412
Denmark .....	368
Esthonia .....	127
<b>Total .....</b>	<b>126,053</b>

## PASSENGER TRAFFIC

	Passengers Landed		Passengers Shipped	
	1926	1927	1926	1927
January .....	21,667	18,882	21,378	22,280
February .....	22,966	18,161	22,075	20,897
March .....	25,552	23,133	21,739	23,354
April .....	29,275	30,498	27,844	31,128
May .....	34,106	35,495	34,024	34,638
June .....	53,696	55,315	58,288	56,998
July .....	89,368	100,027	96,620	110,422
August .....	92,171	73,174	85,917	73,401
September .....	47,374	48,812	48,148	48,241
October .....	44,472	27,342	48,304	28,452
November .....	22,972	21,286	24,400	24,189
December .....	25,042	25,901	25,171	25,148
<b>Total .....</b>	<b>508,661</b>	<b>478,024</b>	<b>513,908</b>	<b>499,148</b>

## EXPORTS OF LEAD—SHOWN IN TONS

Argentine .....	224
Belgium .....	2,128
Brazil .....	56
China .....	4,019
Colombia .....	56
France .....	1,901
Germany .....	5,369
Holland .....	7,812
Italy .....	560
Japan .....	33,693
Peru .....	29
Russia .....	3,447
United Kingdom .....	41,354
Sweden .....	112
Norway .....	728
New Zealand .....	28
Uruguay .....	67
Total .....	101,583

## EXPORTS OF ZINC—SHOWN IN TONS

Argentine .....	224
Belgium .....	5,061
China .....	208
Colombia .....	672
France .....	1,749
Germany .....	11,437
Holland .....	6,569
Italy .....	258
Japan .....	9,395
Russia .....	3,385
United Kingdom .....	12,366
Sweden .....	224
Total .....	51,548

## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U.S.A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Peru	Chile	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Steamers	Motor Vessels	Sailing Vessels
1909	71	195,789	36	20	7	1														7				51		20
1910	84	236,579	56	13		1					1	3								10				72		12
1911	90	351,098	54	27		1														4				77		13
1912	112	288,656	59	37	4	5			1	1				3	1						1			102		10
1913	132	365,953	67	48	4	1			1	1	2			1						7				118		14
1914	No records available.																									
1915	237	683,538	76	115	37	2			1	5			1											225		12
1916	343	928,006	102	175	46	14			2	2	2													327		16
1917	240	768,094	87	102	34	13			1	3														230		1
1918	298	851,186	96	146	41	10			2	1	1					1								275		14
(Nine months.)																										
1919	328	1,016,177	122	114	28	17	32	3	5			7												316		4
1920	336	1,163,699	154	150	15	3	9	3		2														316		11
1921	496	1,867,265	190	190	84	5	4	10	6	6		1												481		10
1922	717	2,474,724	303	225	122	25	15	17	7	3														659		52
1923	845	2,804,883	338	283	129	37	18	15	8	7					1		1				7			778		55
1924	1,009	3,404,355	422	293	123	71	19	20	21	11		2			4		2	2	5	27				924		76
1925	916	3,175,885	376	285	147	28	19	17	11	12					3		1	1	1	12	1	3		790		118
1926	1,071	3,698,066	430	283	158	63	23	21	24						19				5	18	5	1		869		197
1927	1,123	3,779,015	445	327	155	54	25	22	25	24					23				3	18			2	880		241

## REGULAR STEAMSHIP LINES OPERATING FROM VANCOUVER, B. C.

LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
<b>TO EUROPE—</b>				
Blue Star Line	Br.	U. K. and Continental ports	Oct-Mar, ev. 2 wks	Can. Robt. Dollar Co. Ltd.
Brusgaard	Nor.	U.K. and Continental ports	Monthly	A. C. Darroch
Can. American	Chartered	U.K.-Continental	Every 2 wks	Can. Amer. Shipping Co. Ltd.
Cie. Cie. Transatlantique	Fr.	Bordeaux, Havre, Antwerp	Fortnightly	Empire Shipping Co. Ltd.
East Asiatic Line	Dan.	Hull, Hamburg, Scandinavian ports	Monthly	Johnson, Walton Co. Ltd.
Ellerman Bucknall	Br.	U. K. and Continental ports	Monthly	B. W. Greer & Sons Ltd.
Furness Line	Br.	London, Liverpool, Manchester, Glasgow	Fortnightly	Furness (Pacific)
Hamburg American Line	Ger.	Hamburg, Bremen, Antwerp	Every 3 weeks	Dingwall, Cotts & Co.
Harrison Direct Line	Br.	London, Liverpool	Fortnightly	Balfour, Guthrie & Co. Ltd.
Royal Mail Steam Packet Company	Br.	Glasgow, Hamburg, Rotterdam, Antwerp	Fortnightly	R. M. S. P. Co.
Holland Amer. Line; Joint Service	Du.	Liverpool, Southampton, London, Rotterdam	Every 3 weeks	R. M. S. P. Co.
Isthmian Line	U.S.	London, Avonmouth, Liverpool, Glasgow	Every 20 days	B. W. Greer & Son Ltd.
Johnson Line	Sw.	Scandinavian ports and U. K.	Monthly	C. Gardner Johnson Ltd.
Navigazione Libera Triestina	Ital.	Barcelona, Marseilles, Genoa, Naples, Leghorn, Trieste	Monthly	Empire Shipping Co. Ltd.
North German Lloyd	Ger.	Hamburg, Bremen, Antwerp	Monthly	Dodwell & Co. Ltd.
Norway Pacific Line	Nor.	Scandinavian ports (U. K. if inducement)	3-weekly	Can. American Shipping Co. Ltd.
<b>TO ORIENT—</b>				
American Oriental Line	U.S.	Japan and China ports and Philippines	Monthly	Canadian Robt. Dollar Co. Ltd.
Blue Funnel Line	Br.	Yokohama, Kobe, Hong Kong	Monthly	Dodwell & Co. Ltd.
Canadian American	Chartered	Yokohama, Kobe, Osaka	Fortnightly	Can. American Shipping Co. Ltd.
Canadian Pacific Steamships Ltd.	Br.	Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila	Three-weekly	C. P. S. S. Ltd.
Mitsui	Jap.	Japan ports	Occasional	John Galt
Nippon Yusen Kaisha	Jap.	Yokohama, Kobe, Dairen, Shanghai, Hong Kong	Every 10 days	B. W. Greer & Sons Ltd.
Osaka Shosen Kaisha	Jap.	Yokohama, Kobe, Dairen, Shanghai, (Nagasaki, Dairen, Taku, if inducement)	Fortnightly	Empire Shipping Co. Ltd.
Yamashita Kisen Kaisha	Jap.	Japan ports	Frequent	Yamashita K. K.
Ocean Transport Co.	Jap.	Yokohama, Kobe, Osaka	Monthly	C. Gardner Johnson Ltd.



LINE	FLAG	PORTS OF DISCHARGE	SERVICE	VANCOUVER AGENTS
TO AUSTRALIA, NEW ZEALAND, HAWAII, FIJI—				
Canadian-Australasian Royal Mail Line	Br.	(1) Honolulu, Suva, Auckland, Sydney	Monthly	Can.-Australasian Royal Mail Line
Amer.-Aust.-Orient Line	U.S.	(2) Principal ports Australia and New Zealand	Monthly	Can.-Australasian Royal Mail Line
Transatlantic Steamship Co. Ltd.	Sw.	Principal ports Aust. and N. Z.	Monthly	Dingwall, Cotts & Co.
		Brisbane, Sydney, Newcastle, Melbourne, Adelaide	Monthly	Empire Shipping Co. Ltd.
TO ATLANTIC COAST U. S. and CANADA—				
Argonaut Line	U.S.	U. S. Atlantic ports	Every 10 days	B. W. Greer & Sons Ltd.
Can. Govt. Merchant Marine	Br.	Canadian Atlantic ports	Monthly	C. G. M. M.
Dollar Line	U.S.	U. S. Atlantic ports	Every 3 wks	Canadian Robert Dollar Co. Ltd.
Isthmian Line	Br.	U. S. Atlantic ports	Every 10 days	B. W. Greer & Sons Ltd.
TO CENTRAL AND SOUTH AMERICA AND WEST INDIES—				
Canadian Government Merchant Marine	Br.	Jamaica and West Indies	Monthly	C. G. M. M. Ltd.
Vancouver W. Indies Line	Chartered	Port of Spain (Trinidad), other W. I. ports if inducement	Monthly	Can. Transport Co. Ltd.
Cie. Gle. Transatlantique	Fr.	Martinique, Nicaragua, Salvador, Guatemala	Fortnightly	Empire Shipping Co. Ltd.
Pacific-Argentine-Brazil Line	U.S.	West Coast South America	Monthly	Kingsley Navigation Co. Ltd.
Grace Line	U.S.	Brazil, Uruguay, Argentine ports via Panama	Every 3 weeks	C. Gardner Johnson Ltd.
Gulf-Pacific Line	U.S.	Central American Gulf and Mexican Ports	Every 2 weeks	Dingwall, Cotts & Co.
Westfal-Larsen Company Line	Nor.	East Coast South America, via Magellan	Monthly	Empire Shipping Co. Ltd.
Winge & Co.	Nor.	West Coast South America	Three-weekly	Balfour, Guthrie & Co. Ltd.
TO CALIFORNIA—				
Admiral Line	U.S.	San Francisco, San Pedro, San Diego	Weekly	Pacific S.S. Co.
Can. Govt. Merchant Marine	Br.	San Francisco, San Pedro, San Diego	Weekly	C. G. M. M.
Kingsley	Br.	San Francisco	Weekly	Kingsley Navigation Co. Ltd.

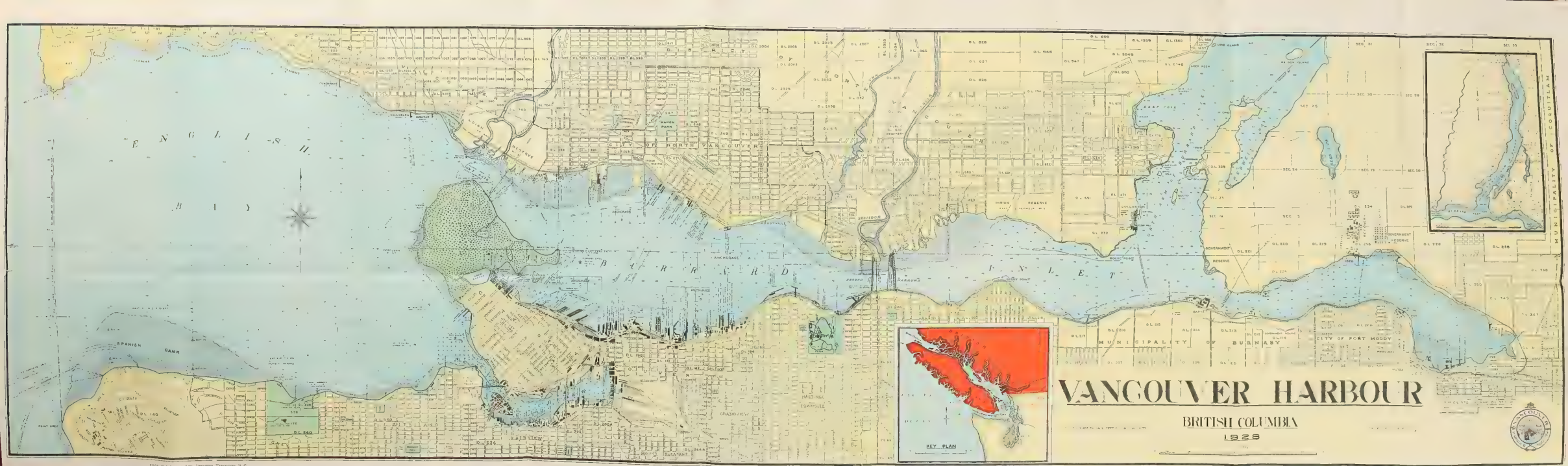
## VANCOUVER CONSULAR CORPS

TELEPHONE	COUNTRY	TITLE	NAME AND ADDRESS
Seymour 1570	Argentina	Vice-Consul	Francis W. Bernard, 586 Granville Street
Seymour 1489	Brazil	Vice-Consul	S. J. Emanuels, 419 Pender Street West
Seymour 6989	Belgium	Consul	Leon Ladner, 470 Granville Street
Seymour 8872	Chile	Consul-General	M. P. Morris, 119 Pender Street West
Seymour 2023	China (official)	Acting Consul	Hung Hsu Loh, 510 Hastings Street West
Seymour 8872	Colombia	Consul	H. J. Morris, 119 Pender Street West
Seymour 4133	Costa Rica	Consul	F. G. T. Lucas, 510 Hastings Street West
Seymour 625	Denmark	Consul	W. A. Ward, 207 Hastings Street West
Seymour 9040	Finland	Vice-Consul	G. W. Tornroos, 551 Howe Street
Seymour 6448	France (official)	Consul	Paul Suzor, 470 Granville Street
Seymour 8872	Guatemala	Consul	C. R. Fripp, 119 Pender Street West
Seymour 3710	Italy	Consular Agent	Nicola Masi, 501 Main Street
Seymour 836	Japan (official)	Consul	T. Fukuma, 525 Seymour Street
Seymour 3726	Mexico (official)	Consul	L. Izaguirre, 207 Hastings Street West
Seymour 5670	Netherlands	Consul	M. A. Van Roggen, 844 Hastings Street West
Seymour 3891	Norway	Consul	C. B. Stahlschmidt, 420 Pender Street West
	Peru (official)	Consul	C. R. Davis, 850 Hastings Street West
	Salvador	Consul	E. J. Leveson, 207 Hastings Street West
Seymour 4381	Sweden	Vice-Consul	R. V. Winch, 808 Vancouver Block
Seymour 279	Siam	Consul	W. W. Armstrong, 901 Yorkshire Building
Seymour 3090	Spain	Vice-Consul	F. W. Bernard, 586 Granville Street
Seymour 1570	Switzerland	Acting-Consul	E. C. Scherrer, 402 Pender Street West
Seymour 7465	U.S.A. (official)	Consul-General	Ernest L. Harris, 744 Hastings Street West
Seymour 2214	Uruguay	Vice-Consul	C. E. Disher, 325 Howe Street
Seymour 8661	British Govt.	Trade Consul	A. E. Pollard, 640 Hastings Street West
Seymour 9152	New Zealand	Govt. Agent	W. A. James, 837 Hastings Street West
Seymour 7007			



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Government  
Publications

# *The Port of Vancouver*

BRITISH COLUMBIA



## Annual Report

1928







# ANNUAL REPORT

OF THE

## HARBOUR COMMISSIONERS

OF

## VANCOUVER

BRITISH COLUMBIA

Incorporated by Act of the Parliament of Canada,  
16th of May, 1913



*Prospect Point*

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For the Year 1928

23-3-43



# Harbour Commissioners of Vancouver, B. C.

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6th May, 1929.

TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,  
Minister of Marine and Fisheries,  
Ottawa, Canada.

SIR:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1928 is herewith respectfully submitted.

We have the honor to be,

Sir,

Your obedient servants,

F. R. MCD. RUSSELL, *President.*

A. M. POUND, *Commissioner.*

B. GEO. HANSULD, *Commissioner.*



# ANNUAL REPORT

## 1928

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**A** REVIEW of the business of the port during the calendar year 1928 must give unmixed gratification to all who have the welfare of the Dominion of Canada at heart.

In a comparatively few years the expansion of industry and commerce has converted the wilderness of the western prairies and British Columbia's "sea of mountains" into a garden of prosperity, the measure of which is the extensive and steadily increasing commerce of Canada's Pacific Ports. 1928 was another strong link in the chain of Vancouver's progress that has been so quickly forged.



*Pacific Terminal, Vancouver Terminal Elevators, Lapointe Pier and No. 1 Jetty*



*Alberta Pool Elevator No. 1*

## GRAIN

The movement of grain up to the end of the year was more than double the amount shipped in 1927, the comparative figures being 97,561,716 bushels in 1928 as against 43,602,210 in the previous year. The grain handling facilities were increased by the construction of a new elevator with a storage capacity of 2,400,000 bushels for the Alberta Pool Elevator Company. It is situated just west of the south end of the Second Narrows Bridge and is served by a storage yard provided by the Canadian Pacific Railway Company with accommodation for 341 cars. It is also equipped with mechanical unloading and all the most up-to-date appliances for expeditious operation.

Another addition was an elevator for the Midland Pacific Elevator Limited, with an initial capacity of 500,000 bushels and capable of expansion to a storage of 1,500,000 bushels. This was a matter of particular interest

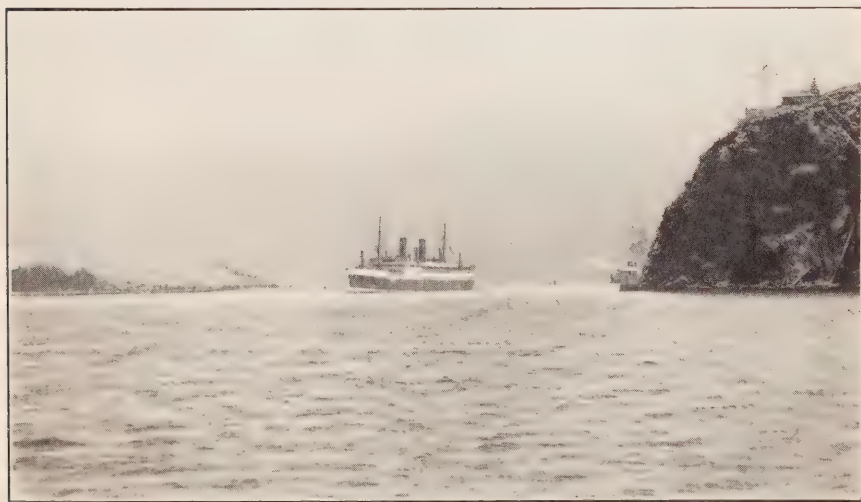
in view of the fact that it was the first grain elevator to be constructed on the north side of the harbour, and its location there was made possible by the Commissioners constructing an industrial area in that vicinity which is served by the harbour terminal railway.

With these additions the grain storage capacity of the port is now 10,635,000 bushels, and a further extensive increase is under contemplation. Closely allied to the grain business and of even more advantage to the country, from a revenue viewpoint, is the export of flour, and it is pleasing to note an advance of 42 per cent. in the export of this commodity.

In 1927 the amount shipped was 1,260,530 barrels, and 1,789,640 in 1928. Over one million barrels went to China and about 300,000 barrels to Japan. The increasing volume of trade in this commodity would seem to give assurance of an expanding market, particularly in the Orient.

### LUMBER

The foreign export of lumber and logs in 1928 was about the same as in the previous year—about 496,000,000 feet B.M. This was distributed over forty-one countries, the largest quantities going to Japan and the United States, the former receiving approximately 276,000,000 F.B.M. and the latter 95,000,000 F.B.M.



*Entrance to Main Harbour (Burrard Inlet)*

## FISH

Canned fish exported in 1928 was also about the same in quantity as in 1927. The total was 1,522,577 cases, France taking 344,491 cases, the United Kingdom 262,272 cases and Australia 248,932 cases, the balance being distributed over more than ninety different countries.

Cured fish export increased from 49,000 tons in 1927 to over 70,000 tons in 1928, the bulk of this commodity going, as usual, to the Orient.

## EXPORTS AND IMPORTS COMPARED

A notable feature of the year's operations was the increase in exports, and particularly in deep sea exports. The volume of this trade in 1927 was 2,683,013 tons, while in 1928 the business expanded to 4,358,091 tons, making the remarkable increase of over a million and a half tons or an advance of more than sixty per cent. All classes of exports, deep sea, foreign and local coastwise, showed a most encouraging improvement—the total for 1928 being 5,053,621 tons, as against 3,296,272 in the former year. The total 1928 imports also showed a substantial advance, although not to the same extent as the exports, the comparison being 4,846,166 tons as against 4,513,355 tons in 1927.

It is an interesting fact that, for the first time since the Commissioners began the preparation of statistical records, exports exceeded imports in volume, the excess of exports over imports being 207,455 tons.

## TONNAGE

The number and tonnage of vessels entering the port eclipsed all past records. In the deep sea class 1,344 vessels entered, being 221 more than in 1927, with more than a corresponding increase in tonnage. This makes an average of 112 deep sea vessels *per month*.

In 1909—the first year on record at the offices of the Commissioners—the total number of vessels of this class to enter the harbour *during the entire year* was 71, and this comparison tells a story of Vancouver's progress in twenty years.

The vessels visiting the port represent practically every part of the world. Vessels of British register lead, and United States and Japanese vessels are next in number.



The total shipping of all classes was 22,084 with a net tonnage of 11,742,571 tons, showing an increase of 1721 vessels and an increase in *net* tonnage of 1,438,314 tons over the 1927 figures.



*Canadian Pacific Railway, Piers D, B C, and A. Coal Harbour and Stanley Park in Distance*

## DEVELOPMENT NORTH SHORE

During the year the extensive industrial and railway development on the North Shore which has been in hand for over a year was brought to a successful completion. The subway, which was devised for the purpose of extending the terminal railway system to the territory west of Lonsdale Avenue, was virtually completed, and by this means a level crossing over Lonsdale Avenue, which is the principal street in the city of North Vancouver and the approach to the passenger ferries, has been averted.

The subway construction was begun in January, 1928. It consists of reinforced concrete throughout. The covered section is 1500 feet in



length, and taking in the uncovered approaches the full length is approximately 3020 feet. It is served by one track and will, in the meantime, be used exclusively for freight traffic, as an integral part of the harbour terminal railway system, which now extends from the Canadian National terminals in False Creek on the south shore to a point west of Lonsdale Avenue on the north shore, where it is intended to connect with the Pacific Great Eastern Railway and, after this is accomplished, the entire north side of the harbour east from the First Narrows will have rail connection with the transcontinental railroads.

The first structure to be built at the reclaimed area, which is part of this industrial development scheme, was the Japan wharf. It is 500 feet in length, 50 feet in width and is served by tracks connected with the terminal railway. It was built by the Commissioners and leased to the Canadian Transport Company Limited and is used mainly for the export of lumber—although other business is also transacted by the company. Records indicate that 66 vessels have berthed at this wharf in a period of eight months.

As mentioned elsewhere, the Midland Pacific Grain Elevator was constructed on this reclaimed area, with an initial storage capacity of 500,000 bushels. Although its capacity was limited by the company on account of the fact that it was to some extent an experimental undertaking to locate the first grain elevator on the north side of the harbour, it was so planned that another million bushels of storage may be conveniently and economically added. This is the third business concern to avail itself of the advantages of the reclamation carried out on the North Shore, and the Commissioners feel that their expenditures on the development of the north side of the harbour have been already justified and will prove to be of increasing benefit, not only to the communities on the North Shore, but also to the port as a whole.

## SOUTH SHORE

Construction of the first section of a waterfront roadway was begun in October, 1928. This will extend from Victoria Drive to Nanaimo Street and will give vehicular connection with the business centre of the city to a section of the harbour that was formerly isolated and incapable of being developed. Numerous improvements have been carried out in the harbour by private interests on the south shore, conspicuous among them being the new grain elevator constructed by the Alberta Pool Elevator Company at



*View of Reclaimed Area, Japan Wharf and Midland Pacific Elevator, North Vancouver*

the south end of the Second Narrows Bridge, particulars of which will be found in a previous section of this report.

### CAR STORAGE

Early in the year, particularly on account of the increasing grain traffic, it was found that extensive car storage accommodation would be necessary. Consequently negotiations were entered into with the Great Northern and the Canadian National Railways, with the result that the necessary land was secured at False Creek, and a yard was constructed with a capacity of 450 cars. This has proved of very great advantage to the operation of the terminal railway.

### MAINTENANCE

During the year maintenance has been carefully attended to and the Commissioners' facilities and equipment kept in good order. In addition to the minor repairs that require attention from time to time, the west side and north end of Lapointe Pier were replanked at considerable cost.



*Glen Drive Storage Yard*

## PUBLICITY

A publication in illustrated booklet form is issued monthly by the Commissioners. The first issue was made in July, 1928, and it has a circulation of 1500. It contains up-to-date information about the port and its business and it reaches to practically every place of commercial importance in the world.

## VISITORS TO THE PORT

Among the large number of visitors to the port during 1928 were the following:

Lord and Lady Willingdon  
 Right Hon. L. C. M. Amery, Secretary for the Dominions  
 Hon. J. A. Robb  
 Hon. Jas. Malcolm  
 Hon. Chas. Stewart  
 Hon. Dr. J. H. King  
 Chief Justice Kennedy, Irish Free State  
 Hon. Wm. Phillips, American Minister to Canada  
 Sir John Martin Harvey  
 Fifty Young Ambassadors of the Empire from the Old Country;  
 parties of engineers, railway officials, steamship officials, port  
 authorities and visiting officers from U.S.S. "Pennsylvania";  
 newspaper editors, groups of prominent visitors from the prairies.

## STATISTICS

Attached are tables of statistics which contain very complete and reliable information in regard to the shipping and business of the port.

## ELEVATORS

Capacity, Unloading and Loading Capacity

No. 2 ELEVATOR, Ballantyne Pier—Alberta Pool Elevator—

Storage and workhouse capacity .....	1,625,000 bushels
Unloading capacity per hour to ships .....	60,000 bushels
Loading capacity per hour to storage .....	18,000 bushels
Shipping berths available—4.	

## No. 3 ELEVATOR, Burrard Elevator Company—

Storage and workhouse capacity	1,650,000 bushels
Unloading capacity per hour to ships ..	30,000 bushels
Loading capacity per hour to storage	9,000 bushels
Shipping berths available—2.	

## No. 1 ELEVATOR, Pacific Terminal Elevator Company—

Storage and workhouse capacity	2,050,000 bushels
Unloading capacity per hour to ships	60,000 bushels
Loading capacity per hour to storage	22,500 bushels
Shipping berths available—4.	

## VANCOUVER TERMINAL GRAIN COMPANY—

Storage and workhouse capacity	2,250,000 bushels
Unloading capacity per hour to ships	60,000 bushels
Loading capacity per hour to storage	18,000 bushels
Shipping berths available—3.	

## COLUMBIA GRAIN ELEVATOR COMPANY—

Storage and workhouse capacity	160,000 bushels
Unloading capacity per hour to ships ..	15,000 bushels
Loading capacity per hour to storage	6,000 bushels
Shipping berths available—1.	

## ALBERTA POOL ELEVATOR No. 1—

Storage and workhouse capacity	2,400,000 bushels
Unloading capacity per hour to ships	100,000 bushels
Loading capacity per hour to storage ..	24,000 bushels
Shipping berths available—3.	

## MIDLAND PACIFIC ELEVATOR—

Storage and workhouse capacity	500,000 bushels
Unloading capacity per hour to ships	35,000 bushels
Loading capacity per hour to storage	6,000 bushels
Shipping berths available—1.	

## BALLANTYNE PIER

## GENERAL TONNAGE STATEMENT FOR THE YEAR 1928

Deep Sea Ships (In and Out)	442
Coastwise Vessels (In and Out).	683
Grain Ships (Out) .....	178
Deep Sea Cargoes (Unloaded, Gen., A/S and O/S)	133,515 tons
Coastwise Cargoes (Unloaded) .....	60,933 tons
Deep Sea Cargoes (Loaded, Gen., A/S and O/S)	190,029 tons
Coastwise Cargoes (Loaded)	38,780 tons
Cars Unloaded .....	2,164
Cars Loaded .....	1,461
Car Tonnage Unloaded ....	62,663 tons
Car Tonnage Loaded ....	43,830 tons
Wheat (Out) .....	542,330 tons
Total tonnage of all kinds for the year 1928	1,072,077 tons





*Ballantyne Pier and Alberta Pool Elevator No. 2*



*Group of Elevators: Burrard Elevator, Vancouver Terminal, and Pacific Terminal*

PORT OF VANCOUVER, B. C.  
EXPORT GRAIN SHIPMENTS—CALENDAR YEAR 1928

	Vessels	Wheat	Oats	Barley	Rye	Total
<b>JANUARY—</b>						
U. K.—Continent	52	11,927,527	19,600	.....	91,284	12,038,411
Orient	18	2,121,861				2,121,861
C. and S. America	3	40,300	15,006			55,306
	73	14,089,688	34,606		91,284	14,215,578
<b>FEBRUARY—</b>						
U. K.—Continent	43	8,393,392	127,279			8,520,671
Orient	16	1,936,754				1,936,754
C. and S. America	3	75,333				75,333
South Africa	2	109,067				109,067
	64	10,514,546	127,279			10,641,825
<b>MARCH—</b>						
U. K.—Continent	40	7,921,678	32,701	.....		7,954,379
Orient	15	2,191,601				2,191,601
C. and S. America	3	38,000	33,530			71,530
	58	10,151,279	66,231	.....		10,217,510
<b>APRIL—</b>						
U. K.—Continent	45	9,477,003	22,758			9,499,761
Orient	14	1,790,022				1,790,022
C. and S. America	5	39,333	39,530			78,863
	64	11,306,358	62,288			11,368,646



## EXPORT GRAIN SHIPMENTS FOR 1928—Continued

	Vessels	Wheat	Oats	Barley	Rye	Total
<b>MAY—</b>						
U. K.—Continent	26	4,534,613	.....	.....	.....	4,534,613
Orient	14	1,072,205	.....	.....	.....	1,072,205
C. and S. America	3	46,667	23,500	.....	.....	70,167
	43	5,653,485	23,500	.....	.....	5,676,985
<b>JUNE—</b>						
U. K.—Continent	19	2,843,948	32,941	.....	.....	2,876,889
Orient	5	290,300	.....	.....	.....	290,300
C. and S. America	4	67,819	.....	.....	.....	67,819
	28	3,202,067	32,941	.....	.....	3,235,008
<b>JULY—</b>						
U. K.—Continent	22	3,523,021	.....	.....	.....	3,523,021
Orient	6	272,183	.....	.....	.....	272,183
C. and S. America	2	44,044	118	.....	.....	44,162
Antipodes	1	3,733	.....	.....	.....	3,733
	31	3,842,981	118	.....	.....	3,843,099
<b>AUGUST—</b>						
U. K.—Continent	15	1,611,913	1,645	.....	.....	1,613,558
Orient	11	678,389	3,294	.....	.....	681,683
C. and S. America	2	50,000	3,294	.....	.....	53,294
	28	2,340,302	8,233	.....	.....	2,348,535

## EXPORT GRAIN SHIPMENTS FOR 1928—Continued

SEPTEMBER		Vessels	Wheat	Oats	Barley	Rye	Total
SEPTEMBER	U. K.—Continent	7	663,819				663,819
	Orient	10	1,021,936	1,647			1,023,583
	C. and S. America	4	71,667	6,543			78,210
		21	1,757,422	8,190			1,765,612
OCTOBER							
OCTOBER	U. K.—Continent	31	5,500,443	12,000			5,512,443
	Orient	15	1,485,050	1,647			1,486,697
	C. and S. America	4	145,563	235			145,798
	Antipodes	1	3,333				3,333
		51	7,134,389	13,882			7,148,271
NOVEMBER							
NOVEMBER	U. K.—Continent	38	7,796,905	16,604	84,000		7,897,509
	Orient	29	4,181,717	1,647	20,833		4,204,197
	C. and S. America	2	35,000	941			35,941
	Antipodes	1	3,333				3,333
	India	1	284,725				284,725
	South Africa	1	3,733				3,733
		72	12,305,413	19,192	104,833		12,429,438

## EXPORT GRAIN SHIPMENTS FOR 1928—Continued

DECEMBER—	Vessels	Wheat	Oats	Barley	Rye	Total
U. K.—Continent	46	10,178,653	.....	70,000	..	10,248,653
Orient	25	3,513,168	2,821	2,915	.....	3,518,904
C. and S. America	5	168,553	1,882	.....	.....	170,435
Antipodes	2	15,169	.....	.....	.....	15,169
India	1	284,460	.....	.....	.....	284,460
South Africa	1	22,400	.....	.....	.....	22,400
	80	14,182,403	4,703	72,915	.....	14,260,021

## SUMMARY

U. K.—Continent	384	74,372,915	265,528	154,000	91,284	74,883,727
Orient	178	20,555,186	11,056	23,748	.....	20,589,990
C. and S. America	40	822,279	124,579	.....	.....	946,858
Antipodes	5	25,568	.....	.....	.....	25,568
India	2	569,185	.....	.....	.....	569,185
South Africa	4	135,200	.....	.....	.....	135,200
	613	96,480,333	401,163	177,748	91,284	97,150,528

A total of 114 vessels carried full cargoes of grain from the port during this period, of which 108 sailed for U. K.—Continent, 4 for the Orient and 2 for India.

## COMPARATIVE RECORD OF SHIPPING—1927 AND 1928

## DEEP SEA

This includes all vessels trading outside Cape Flattery

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January	97	133	548,141	715,178	343,191	452,616
February	70	103	370,347	553,842	235,825	345,882
March	92	109	500,849	642,941	309,025	399,983
April	88	118	489,913	685,853	307,149	432,399
May	88	100	460,641	561,852	285,500	350,618
June	83	106	417,775	561,679	259,276	347,239
July	75	91	430,081	488,628	263,624	301,834
August	99	98	528,762	570,513	327,918	357,750
September	76	101	394,816	566,108	246,922	348,482
October	102	116	574,269	630,456	358,004	396,605
November	109	135	558,401	764,501	348,423	479,434
December	144	134	792,509	739,928	494,158	461,189
Total	1,123	1,344	6,066,504	7,481,479	3,779,015	4,674,091
	Increase 221		Increase 1,414,975		Increase 895,076	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—Continued

## DEEP SEA

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January.....	95	140	510,233	723,425	321,929	458,008
February.....	78	119	444,172	653,954	282,312	407,519
March.....	88	110	457,643	626,272	283,512	390,915
April.....	87	116	496,993	674,813	309,274	423,155
May.....	87	106	431,241	603,956	267,268	379,621
June.....	88	107	478,178	571,316	295,462	354,571
July.....	79	89	433,413	497,305	269,842	306,543
August.....	91	101	475,948	573,070	293,049	356,905
September.....	79	92	436,261	532,644	272,399	329,090
October.....	95	118	516,612	617,926	319,621	388,755
November.....	112	128	604,824	730,786	377,776	455,557
December.....	124	133	669,151	762,172	418,977	476,068
Total	1,103	1,359	5,954,669	7,567,639	3,711,421	4,726,707
	Increase 256		Increase 1,612,970		Increase 1,015,286	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—Continued

## FOREIGN COASTWISE

This includes all vessels trading to Puget Sound and Alaska

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January	114	108	211,705	237,167	106,833	131,132
February	105	108	197,599	249,084	101,962	137,970
March	120	126	225,362	253,487	115,937	140,937
April	112	121	224,435	239,644	115,141	123,309
May	122	126	335,567	358,072	165,624	177,760
June	130	144	439,797	490,510	213,838	238,682
July	142	145	474,676	431,707	237,474	210,520
August	149	145	497,308	494,339	239,369	241,318
September	106	121	401,600	437,332	200,552	211,838
October	115	111	317,582	373,328	166,120	186,977
November	130	110	224,895	328,789	124,325	171,137
December	125	105	207,173	252,853	110,187	138,402
Total	1,470	1,470	3,757,699	4,146,312	1,897,362	2,109,982
			Increase 388,613		Increase 212,620	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—Continued

## FOREIGN COASTWISE

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January	110	112	210,677	236,688	105,895	131,426
February	108	110	198,035	248,914	102,444	137,270
March	119	125	226,778	251,278	116,459	139,887
April	114	121	224,343	244,411	115,308	125,783
May	122	125	335,998	351,973	165,483	175,924
June	127	143	439,387	491,166	213,443	238,895
July	145	143	473,173	433,011	236,024	211,132
August	145	153	493,152	495,749	238,319	242,513
September	111	119	404,637	432,616	202,076	209,415
October	114	116	319,435	375,525	169,397	188,542
November	127	105	223,319	326,736	122,963	169,886
December	120	107	207,615	257,379	110,625	140,787
Total	1,462	1,479	3,756,849	4,148,446	1,898,436	2,111,460

Increase 17

Increase 391,597

Increase 213,024



## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928 -Continued

## LOCAL COASTWISE

This includes all vessels trading in British Columbia waters only

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January	1,083	1,240	504,583	518,624	322,183	328,676
February	1,164	1,301	466,248	497,857	297,863	323,919
March	1,363	1,400	505,218	518,114	322,062	356,585
April	1,391	1,451	535,383	567,538	347,772	367,556
May	1,680	1,786	741,458	729,142	464,019	448,388
June	1,757	1,727	723,319	865,202	461,284	511,219
July	1,696	1,874	781,746	805,316	480,995	481,580
August	1,637	1,780	774,280	842,272	492,486	505,032
September	1,608	1,700	672,898	706,622	427,335	453,204
October	1,693	1,836	537,043	635,494	353,500	418,923
November	1,466	1,728	527,475	570,317	343,662	377,525
December	1,232	1,447	497,793	598,935	314,719	382,891
Total	17,770	19,270	7,267,444	7,885,433	4,627,880	4,958,498
	Increase 1,500		Increase 617,989		Increase 330,618	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—(continued)

## LOCAL COASTWISE

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January.....	1,075	1,236	502,623	517,644	320,783	328,976
February....	1,144	1,313	461,348	500,797	294,363	326,019
March.....	1,341	1,403	499,828	548,849	318,212	357,110
April.....	1,379	1,443	533,443	565,578	345,672	366,156
May.....	1,628	1,753	727,718	721,057	454,919	442,613
June.....	1,756	1,749	723,074	870,592	461,109	515,069
July.....	1,678	1,880	777,336	806,786	477,845	485,630
August.....	1,644	1,774	775,995	840,802	493,711	503,982
September..	1,604	1,712	671,918	709,562	426,635	455,304
October.....	1,690	1,822	536,308	632,064	352,975	416,473
November...	1,456	1,721	525,025	568,602	341,912	376,300
December...	1,215	1,464	493,628	603,100	311,744	385,866
Total.....	17,610	19,270	7,228,244	7,885,433	4,599,880	4,959,498
	Increase 1,660		Increase 657,189		Increase 359,618	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—Continued

## TOTAL SHIPPING

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January.....	1,294	1,481	1,264,429	1,470,969	772,207	912,454
February.....	1,339	1,512	1,034,194	1,300,783	635,650	807,771
March.....	1,575	1,635	1,231,429	1,444,542	747,024	897,505
April.....	1,591	1,690	1,219,731	1,493,035	770,062	923,264
May.....	1,890	2,012	1,537,666	1,649,066	915,143	976,796
June.....	1,970	2,109	1,580,891	1,725,391	934,398	996,939
July.....	1,913	1,978	1,686,503	1,917,391	982,093	1,097,135
August.....	1,885	2,023	1,800,350	1,907,124	1,059,773	1,104,100
September.....	1,790	1,922	1,469,314	1,710,062	874,809	1,013,524
October.....	1,910	2,063	1,428,894	1,639,278	877,624	1,002,505
November.....	1,705	1,973	1,310,771	1,663,607	816,410	1,028,096
December.....	1,501	1,686	1,497,475	1,591,716	919,064	982,482
Total.....	20,363	22,084	17,091,647	19,513,224	10,304,257	11,742,571
	Increase 1,721		Increase 2,421,577		Increase 1,438,314	

## COMPARATIVE RECORD OF SHIPPING, 1927 AND 1928—Continued

## TOTAL DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1927	1928	1927	1928	1927	1928
January	1,280	1,488	1,223,533	1,477,757	748,607	918,410
February	1,330	1,542	1,103,555	1,403,665	679,119	870,808
March	1,548	1,638	1,184,249	1,426,399	718,183	887,912
April	1,580	1,680	1,254,779	1,484,802	770,254	915,094
May	1,837	1,984	1,494,957	1,679,986	887,670	998,158
June	1,971	1,999	1,640,639	1,933,074	970,014	1,108,535
July	1,902	2,112	1,683,922	1,737,102	983,711	1,003,305
August	1,880	2,028	1,745,395	1,909,621	1,025,079	1,103,400
September	1,794	1,923	1,512,816	1,674,822	901,110	993,809
October	1,899	2,056	1,372,355	1,625,515	841,993	993,770
November	1,695	1,954	1,353,168	1,626,124	842,651	1,001,743
December	1,459	1,704	1,370,394	1,622,651	841,346	1,002,721
Total	20,175	22,108	16,939,762	19,601,518	10,209,737	11,797,665
	Increase 1,933		Increase 2,661,756		Increase 1,587,928	

## NATIONALITY OF DEEP SEA VESSELS, 1928

	British	U. S. A.	Japan	Norway	Sweden	Germany	France	Holland	Denmark	Italy	Panama	Spain	Total	S. S.	Motor
January	54	31	27	2	4	1	1	1	3	4			133	105	28
February	41	25	17	7	5	3	1	1	1	2			103	80	23
March	41	25	22	8	2	3	2	3	2	1			109	87	22
April	52	26	21	6	3	3	3	2	2				118	99	19
May	41	27	14	5	3	2	1	1	4	2			100	76	24
June	37	26	9	4	1	3	2	2	5	1	1		91	66	25
July	40	37	13	3	2	4	2	3	2	2			106	80	26
August	36	32	13	3	1	3	2	1	5	1	1		98	76	22
September	37	30	17	5	2	3	2	1	3	1			101	79	22
October	47	31	17	6	3	3	3	2	3	1			116	93	23
November	48	33	30	5	3	4	2	3	4	2		1	135	101	34
December	59	29	22	10	3	3	1	3	3	1			134	105	29
Total	533	352	222	69	32	35	20	23	37	18	2	1	1,344	1,047	297



## DEEP SEA IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	100,983	86,236	78,580	45,734
February .....	98,664	113,010	8,256	.....
March .....	74,578	78,136	7,606	87,308
April .....	120,162	126,888	76,213	59,812
May .....	89,187	100,934	63,943	38,500
June .....	107,602	93,400	151,219	54,986
July .....	115,489	131,554	102,103	29,753
August .....	140,205	89,957	26,906	145,648
September .....	78,874	156,204	70,123	58,939
October .....	129,426	82,397	51,948	2,800
November .....	91,588	119,905	10,465	50,924
December .....	138,631	135,506	15,532	82,528
Total .....	1,285,389	1,314,127	662,894	656,932

## DEEP SEA EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	250,232	545,582	39,406,675	41,734,834
February .....	212,890	425,577	35,006,822	36,982,807
March .....	246,179	413,430	33,578,365	29,143,094
April .....	243,335	460,376	41,751,730	41,543,392
May .....	193,855	312,311	37,986,381	54,799,982
June .....	169,213	213,224	39,816,893	43,946,441
July .....	138,358	238,266	52,443,532	49,993,974
August .....	118,693	189,655	44,195,819	38,854,044
September .....	111,087	154,401	41,613,091	32,077,610
October .....	185,646	311,076	38,788,708	24,717,193
November .....	319,943	532,258	41,511,471	49,983,245
December .....	463,582	561,935	38,240,645	36,986,818
Total .....	2,683,013	4,358,091	484,340,132	480,763,434



## FOREIGN COASTWISE IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	6,773	2,032	3,622	9,427
February .....	4,767	1,570	7,252	2,001
March .....	4,525	3,885	247,540	838,862
April .....	4,921	1,913	991,926	199,612
May .....	4,834	1,665	600,098	36,132
June .....	4,240	2,607	227,697	1,800
July .....	8,680	1,599	3,005,302	1,750
August .....	2,275	4,167	7,802	756,505
September .....	1,896	3,126	1,584,858	665,030
October .....	2,976	2,443	372,056	4,200
November .....	3,446	3,452	19,600	472,115
December .....	1,845	2,535	4,128	65,000
Total	51,178	30,994	7,071,881	3,052,434

## FOREIGN COASTWISE EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	4,222	759	1,729,750	172,714
February .....	2,304	4,059	696,057	1,402,256
March .....	1,664	4,364	500,207	1,787,378
April .....	5,045	6,468	2,175,609	2,943,250
May .....	3,860	4,011	1,792,480	295,646
June .....	1,022	5,741	6,833	2,445,786
July .....	1,188	1,576	168,410	1,033,610
August .....	7,695	7,056	3,494,234	2,368,903
September .....	587	2,080	13,612	476,000
October .....	1,092	2,691	13,541	539,366
November .....	1,487	2,311	4,718	928,829
December .....	3,031	2,931	1,272,675	784,625
Total	33,197	44,047	11,868,126	15,178,363

## LOCAL COASTWISE IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	191,063	180,102	46,446,280	49,751,474
February .....	214,434	228,446	60,544,717	61,529,737
March .....	285,352	288,132	94,097,964	77,073,426
April .....	264,987	269,584	82,761,449	86,066,582
May .....	282,713	302,259	81,213,522	103,691,782
June .....	292,029	333,482	91,630,272	111,456,834
July .....	288,479	323,295	79,869,745	98,309,422
August .....	286,695	326,081	98,944,697	100,671,421
September .....	289,340	310,287	75,686,901	90,307,783
October .....	281,798	323,475	80,729,459	94,470,213
November .....	284,746	294,384	88,509,349	88,997,046
December .....	215,152	321,518	63,443,979	96,664,835
Total .....	3,176,788	3,501,045	943,878,334	1,058,990,555

## LOCAL COASTWISE EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	32,929	32,903	6,807,405	2,324,574
February .....	42,989	43,682	5,674,960	5,373,477
March .....	49,552	43,471	7,468,225	7,842,005
April .....	57,270	44,600	10,456,395	8,863,636
May .....	43,259	46,265	6,725,231	5,821,305
June .....	57,664	66,733	8,312,067	14,417,073
July .....	54,679	47,415	7,245,777	3,566,335
August .....	45,749	85,406	6,762,461	10,646,312
September .....	60,615	63,211	10,915,245	7,817,696
October .....	51,204	69,741	9,779,531	4,894,670
November .....	41,035	58,762	4,971,642	6,338,227
December .....	43,117	49,294	4,564,729	4,280,416
Total .....	580,062	651,483	89,683,668	82,185,726

## TOTAL IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	298,819	268,370	46,528,482	49,806,635
February .....	317,865	343,026	60,560,225	61,531,738
March .....	364,455	370,153	94,353,110	77,999,596
April .....	390,070	398,385	83,829,588	86,326,006
May .....	376,734	404,858	81,877,563	103,766,414
June .....	403,871	429,489	92,009,188	111,513,620
July .....	412,648	456,448	82,977,150	98,340,925
August .....	429,175	420,205	98,979,405	101,573,574
September .....	370,110	469,617	77,341,882	91,031,752
October .....	414,200	408,315	81,153,463	94,477,213
November .....	379,780	417,741	88,639,414	89,520,085
December .....	355,628	459,559	63,463,639	96,812,363
Total .....	4,513,355	4,846,166	951,613,109	1,062,699,921

## TOTAL EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1927	1928	1927	1928
January .....	287,383	579,244	47,943,830	44,232,122
February .....	258,183	473,318	41,377,839	43,758,540
March .....	297,395	461,265	41,546,797	38,772,477
April .....	305,650	511,444	54,383,734	53,350,278
May .....	240,974	362,587	46,504,092	60,916,933
June .....	227,899	285,698	48,135,793	60,809,300
July .....	194,225	287,257	59,857,719	54,593,919
August .....	172,137	282,117	54,452,514	51,869,259
September .....	172,289	219,692	52,541,948	40,371,306
October .....	237,942	383,508	48,581,780	30,151,229
November .....	392,465	593,331	46,487,831	57,250,301
December .....	509,730	614,160	44,078,049	42,051,859
Total .....	3,296,272	5,053,621	585,891,926	578,127,523

TOTAL WATER-BORNE TRADE OF THE PORT OF  
VANCOUVER, B. C., EXCLUSIVE OF INTER-  
HARBOUR MOVEMENTS

IMPORTS

Year	Local Tons	Foreign Tons	Total Tons
1921.....	1,680,867	670,500	2,351,367
1922.....	2,207,127	838,500	3,045,627
1923.....	2,466,391	964,794	3,431,185
1924.....	2,504,538	1,004,689	3,509,227
1925.....	2,789,099	1,025,710	3,814,809
1926.....	3,502,212	1,174,698	4,681,910
1927.....	3,176,788	1,336,567	4,512,761
1928.....	3,501,045	1,345,121	4,846,166

EXPORTS

Year	Local Tons	Foreign Tons	Total Tons
1921.....	276,009	579,089	855,098
1922.....	310,875	1,091,306	1,402,181
1923.....	474,429	1,693,770	2,168,199
1924.....	497,935	2,686,043	3,183,978
1925.....	553,679	2,046,088	2,600,167
1926.....	598,914	2,754,598	3,353,512
1927.....	580,062	2,716,210	3,296,272
1928.....	651,483	4,402,138	5,053,621

TOTAL IMPORTS AND EXPORTS

Year	Local Tons	Foreign Tons	Total Tons
1921.....	1,956,876	1,249,589	3,206,465
1922.....	2,518,002	1,929,086	4,447,088
1923.....	2,940,820	2,658,564	5,599,384
1924.....	3,002,473	3,690,732	6,693,205
1925.....	3,342,778	3,071,798	6,270,980
1926.....	4,101,126	3,929,296	8,030,422
1927.....	3,756,850	3,852,777	7,609,627
1928.....	4,152,528	5,747,259	9,899,787

## TRADE BY COUNTRIES—(TONS)

Country	Imports	Exports
Arctic .....	2	5,061
Argentine .....	15,633	2,223
Australia .....	5,599	51,649
Algeria .....		26
Abyssinia .....		4
Annam .....		4
Arabia .....	37	3
Belgium .....	38,883	133,588
Bolivia .....		49
Borneo .....	13	21
Brazil .....	2,516	2,087
B. C. Points .....	3,501,045	651,483
British Guiana .....		205
Bermuda .....		48
Barbadoes .....		1,663
Belgian Congo .....		57
British East Africa .....		34
British Honduras .....		7
Bulgaria .....		1
Canary Islands .....		1,264
Chile .....		1,565
China .....	48,648	277,480
Colombia .....	13,237	19,153
Cooks Islands .....		1
Costa Rica .....	55	94
Cyprus .....		9
Czecho-Slovakia .....		7
Cuba .....	3,558	21
Denmark .....	38	24,663
Dutch Guiana .....		114
Dutch East Indies .....	77	2
Dutch West Indies .....		464
Deep Sea Fisheries .....	976	
Dominica .....	700	75
Eastern Canada .....	36,039	52,959
Ecuador .....		120

TRADE BY COUNTRIES—(TONS)—*Continued*

Country	Imports	Exports
Egypt .....		402
Estonia .....		276
Fiji .....	84,423	4,414
French West Indies .....		397
French Indo-China .....		12
French West Africa .....		70
France .....	9,777	113,902
Formosa .....		8
Germany .....	13,275	250,908
Gibraltar .....		4,205
Greece .....	93	16
Guatemala .....	10	63
Gold Coast .....		1,279
Hawaii .....	2,591	387
Holland .....	9,282	296,461
Honduras .....		421
Irish Free State .....		10,533
India .....	4,616	18,656
Italy .....	2,115	63,711
Japan .....	55,375	1,233,378
Jamaica .....	263	9,047
Java .....	191	526
Jugo-Slavia .....	2,633	
Korea .....		157
Liberia .....		608
Leeward Islands .....		124
Malta .....		20
Mauritius .....		15
Martinique .....		140
Mesopotamia .....		8
Mexico .....	1,020	2,312
Mozambique .....		29
Morocco .....		21
Malaya .....	48	4
Madagascar .....		2
New Zealand .....	7,937	35,301

TRADE BY COUNTRIES—(TONS)—*Continued*

Country	Imports	Exports
Nicaragua .....	15	51
Norway .....	39	677
New Hebrides .....		38
New Guinea .....		20
Nigeria .....		360
Panama .....	85	140
Persia .....	347	
Peru .....	56,364	6,006
Palestine .....		20
Philippines .....	1,430	11,737
Porto Rico .....	1	96
Portugal .....	7	18,295
Portuguese East Africa .....		301
Russia .....		284
Roumania .....		19
Rhodes Island .....		42
Salvador .....	19	82
South Africa .....	57	12,884
Siam .....	13	188
Straits Settlements .....	6,658	2,750
Sweden .....	1,142	47,667
Sumatra .....		243
Society Islands .....		753
Samoa .....	3	647
Switzerland .....	26	6
Spain .....	1,299	23,981
Sierra Leone .....		327
Spanish West Africa .....		18
Syria .....		12
Tonga Islands .....		389
Tahiti .....		155
Trinidad .....	1	10,634
Turkey .....		2
Uruguay .....		341
United Kingdom .....	77,857	1,452,931
United States .....	840,090	186,456
Venezuela .....	7	740
Windward Islands .....	1	12
Total.....	4,846,166	5,053,621



## EXPORTS OF CANNED FISH—(CASES)

Abyssinia .	105
Algeria	705
Australia ....	248,932
Argentina	4,855
Annam	100
Arabia	75
Brazil	310
Belgium .....	71,153
Belgian Congo ...	1,770
British Guiana .....	1,210
British East Africa	754
British Honduras .....	185
Bolivia	1,390
Borneo .	491
Barbadoes	2,069
Bermuda	1,203
Bulgaria	35
China	2,596
Chile .....	41,160
Costa Rica ...	2,565
Colombia .....	12,835
Cooks Islands	25
Cyprus .....	233
Canary Islands .....	3,653
Cuba .....	480
Czecho-Slovakia	245
Dutch Guiana ....	2,777
Dutch West Indies	2,407
Dutch East Indies	50
Denmark .....	1,279
Dominican Republic	2,084
Egypt	10,822
Eastern Canada ..	117,435
Ecuador	3,257
Fiji	10,332
France	344,491
French West Africa ..	2,430

## EXPORTS OF CANNED FISH—(CASES)

—(Continued)

Germany .....	4,930
Guatemala .....	980
Greece .....	385
Gold Coast .....	23,290
Gibraltar .....	142
Holland .....	6,719
Hawaii .....	1,355
Italy .....	40,880
India .....	10,731
Irish Free State .....	1,900
Jamaica .....	7,030
Java .....	6,560
Japan .....	3,959
Korea .....	15
Liberia .....	15,062
Mexico .....	8,926
Madagascar .....	40
Mesopotamia .....	189
Mauritius .....	430
Mozambique .....	625
Malta .....	700
Morocco .....	570
Malaya .....	50
Nicaragua .....	1,815
Norway .....	175
New Zealand .....	47,275
New Hebrides .....	1,074
New Guinea .....	480
Nigeria .....	8,650
Porto Rico .....	460
Palestine .....	831
Peru .....	6,758
Philippines .....	18,352
Portuguese East Africa .....	6,884
Panama .....	3,866
Rhodes Island .....	883

## EXPORTS OF CANNED FISH—(CASES)

—(Continued)

Roumania .....	350
Salvador .....	200
South Africa .....	37,645
Straits Settlements .....	17,335
Sweden .....	694
Sumatra .....	4,663
Society Islands .....	2,700
Samoa .....	4,596
Switzerland .....	35
Spain .....	75
Siam .....	525
Spanish West Africa .....	2,695
Sierra Leone .....	7,039
Syria .....	350
Trinidad .....	6,055
Turkey .....	50
Tahiti .....	575
Tonga Islands .....	1,110
Uruguay .....	30
United Kingdom .....	262,672
United States .....	23,397
Venezuela .....	20,317
Total .....	1,522,577

## EXPORTS OF CURED FISH—(TONS)

Australia .....	80
China .....	37,675
Fiji .....	24
Germany .....	550
Hawaii .....	5
Holland .....	79
Japan .....	31,507
Liberia .....	1
Philippines .....	1
Sweden .....	21
Straits Settlements .....	100
United Kingdom .....	11
United States .....	116
Total .....	70,170

## EXPORTS OF APPLES—(BOXES)

China .....	28,305
Fiji .....	1,460
Germany .....	4,500
Hawaii .....	180
Holland .....	21,537
India .....	263
Java .....	175
New Zealand .....	24,980
Philippines .....	9,950
Sweden .....	1,538
Straits Settlements .....	1,558
United Kingdom .....	117,583
Total.....	212,029

## EXPORTS OF GRAIN—(BUSHELS)

Belgium .....	3,956,938
Barbadoes .....	36,421
British Guinea .....	3,341
B. C. Points .....	158,160
China .....	2,354,073
Chile .....	12
Colombia .....	580,217
Denmark .....	806,667
Eastern Canada .....	4,172
France .....	2,722,728
Germany .....	6,993,280
Gibraltar .....	140,000
Holland .....	9,082,556
Italy .....	1,999,076
Irish Free State .....	644,067
India .....	569,185
Japan .....	18,904,047
Jamaica .....	25,500
Mexico .....	52,515
Norway .....	18,667
New Zealand .....	30,117
Peru .....	186,796
Philippines .....	14,763
Portugal .....	609,841
Sweden .....	1,565,468
South Africa .....	149,519
Spain .....	799,154
Trinidad .....	116,488
United Kingdom .....	45,037,682
Windward Islands .....	236
Total.....	97,561,716

## EXPORTS OF FLOUR—(BARRELS)

Australia	602
Arctic	390
Barbadoes	613
Brazil	19,600
British Guiana	295
China	1,146,614
Colombia	132
Denmark	4,135
Dutch West Indies	40
Esthonia	2,757
France	330
Fiji	40
French Indo-China	50
Germany	43,152
Holland	495
Japan	302,577
Jamaica	63,343
Korea	2,500
New Zealand	42,328
Norway	1,110
Philippines	40,660
Portuguese East Africa	25
Straits Settlements	1,655
Sweden	2,808
Society Islands	540
Salvador	750
Samoa	20
Siam	990
South Africa	75
Sumatra	245
Trinidad	42,976
United States	2,765
United Kingdom	58,788
Windward Islands	80
West Africa	6,160
Total	1,789,640

## EXPORTS OF LEAD—(TONS)

Argentine .....	437
Belgium .....	4,011
Brazil .....	112
China .....	3,199
Colombia .....	56
France .....	6,809
Germany .....	4,859
Holland .....	6,738
Japan .....	16,342
Philippines .....	250
Russia .....	220
South Africa .....	102
United Kingdom .....	11,260
Uruguay .....	224
<hr/>	
Total .....	84,619

## EXPORTS OF ZINC—(TONS)

Argentine .....	392
Belgium .....	5,861
China .....	221
France .....	4,919
Germany .....	12,212
Holland .....	8,933
Italy .....	56
India .....	157
Japan .....	8,552
Russia .....	56
United Kingdom .....	9,487
<hr/>	
Total .....	50,846

## EXPORTS OF LOGS AND LUMBER—(FEET BOARD MEASURE)

Australia	9,269,499
Argentina	799,072
Arctic	1,965,272
Belgium	1,450,586
B. C. Points	82,185,726
British Guiana	12,526
Barbadoes	515,564
China	19,614,258
Colombia	33,915
Canary Islands	754,070
Dutch West Indies	234,705
Eastern Canada	26,033,378
Fiji	2,089,174
French West Indies	264,426
France	1,124,069
Germany	7,990,348
Hawaii	74,860
Holland	2,560,342
Honduras	260,567
Irish Free State	86,552
India	670,429
Italy	937,983
Jamaica	1,476,345
Japan	276,349,087
Leeward Islands	82,516
Martinique	93,021
Mexico	253,493
New Zealand	8,170,707
Porto Rico	46,352
Philippines	620
Portuguese East Africa	20,126
South Africa	5,508,495
Society Islands	413,873
Sierra Leone	44,839
Samoa	294,777
Tonga Islands	220,051
Trinidad	2,684,375
Tahiti	91,683
United Kingdom	27,681,492
United States	95,593,437
Uruguay	74,907
Venezuela	100,006
Total	578,127,523



## PASSENGER TRAFFIC

Month	Passengers Landed		Passengers Shipped	
	1927	1928	1927	1928
January .....	18,882	19,391	22,280	24,325
February .....	18,161	23,559	20,897	23,344
March .....	23,133	24,365	23,354	22,780
April .....	30,498	35,287	31,128	34,069
May .....	35,495	37,925	34,638	38,008
June .....	55,315	61,251	56,998	64,618
July .....	100,027	99,556	110,422	106,463
August .....	73,174	101,417	73,401	96,135
September .....	48,812	47,935	48,241	48,647
October .....	27,342	26,113	28,452	29,204
November .....	21,286	23,717	24,189	25,477
December .....	25,901	28,227	25,148	26,858
Total .....	478,024	528,743	499,148	539,928

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*Annual Report*  
1929











ANNUAL REPORT  
*OF THE*  
HARBOUR COMMISSIONERS  
*of* VANCOUVER  
British Columbia



*Point Atkinson, Marking Entrance to Harbour*

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*For the Year 1929*

23-3-43

# Harbour Commissioners of Vancouver, B. C.

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28th February, 1930.

TO THE HON. PIERRE JOSEPH ARTHUR CARDIN,

Minister of Marine and Fisheries,

Ottawa, Canada.

SIR:

In compliance with the requirements of Section 36 of "The Vancouver Harbour Commissioners Act," a Report of Operations for the calendar year 1929 is herewith respectfully submitted.

We have the honour to be,

Sir,

Your obedient servants,

F. R. McD. RUSSELL, *President.*

A. M. POUND, *Commissioner.*

B. GEO. HANSULD, *Commissioner.*



# ANNUAL REPORT

## 1929

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**D**URING the year ended 31st December the Port of Vancouver, B. C., enjoyed another period of well-sustained business. This is the more encouraging when considered along with the adverse conditions created by a serious diminution in the demand for lumber and the slowing down of the grain movement. These conditions alone accounted for a reduction of roughly 850,000 tons in the quantity of these commodities handled as compared with the previous year.

Mainly as a result of the aforementioned conditions the number of deep sea vessels during the past year was somewhat lower than in 1928 but the total of vessels of all classes during 1929 exceeded the number in



*Aerial Picture Taken Over the Centre of the First Narrows, Showing Brockton Point in Foreground, with Main Portion of Dock System in Centre.*

1928, the comparative figures being 23,296 vessels with a net tonnage of 11,911,026 in 1929 and 22,084 vessels with a net tonnage of 11,742,571 in 1928. The difference between vessels inward and vessels outward was in favour of the outward movement but so slight that it calls for no comment.

In the table giving deep sea vessels by nationality—which will be found further on in this report—it will be seen that 1295 deep sea vessels representing fifteen nationalities entered the port in 1929 and that in this total Britain had the largest number of vessels, namely, 466; United States of America was next in number with 372, while Japan was third with 219.

Incidentally, for those who loved the grace of the old sailing vessel, there is a touch of pathos in the fact that the three “sailing vessels” shown in the table referred to in previous paragraph were brought into the port to be transferred from their former estate and converted into log barges to spend their future in a perhaps less romantic if no less useful service, carrying logs from the West Coast of Queen Charlotte Islands to Vancouver. They were steel barques, specially designed originally to carry nitrates round the Horn to Europe with return general cargoes and were built respectively in 1898, 1901 and 1902.

### IMPORTS AND EXPORTS

Total imports for 1929 amounted to 5,068,912 tons as against 4,846,166 tons in the previous year, representing an increase of 222,746 tons. Total exports in 1929 were 4,528,977 tons as against 5,053,621 tons in 1928.

Exports to the Orient in 1929 reached a total of 1,607,818 as compared with 1,523,052 in the former year, which represents a net increase in total exports to the Orient during 1929 of 84,766 tons.

### FLOUR EXPORT

The total number of barrels of flour exported last year was 2,759,144 barrels, which indicates that the volume of the export of this commodity was increased by 969,504 barrels over the previous year's total, which was 1,789,640 barrels.

The total amount of flour shipped to China, namely, 1,737,782 barrels, showed an advance of 591,168 barrels as compared with the former year.

The number of barrels of flour exported to Japan during 1929, namely, 776,070, indicates an improvement in the export to Japan of this commodity to the extent of over 60 per cent.





*Before and After. Above, the "William Dollar;" Below, a Log Barge.*

### TRADE WITH EASTERN CANADA VIA PANAMA

Here is shown a very healthy development in intercoastal trade between Eastern Canadian ports and Vancouver.

Imports in this trade in 1929 amounted to 67,201 tons and exports to 63,840 tons, making a total of 131,041 tons. In the previous year the imports were 36,039 tons and exports 52,959, making a total of 88,998 tons. In other words there was a favourable expansion in this important trade of 42,043 tons during the past year. This business is growing every year and has proved a great help not only to B. C. Coast merchants but to merchants importing and exporting from points approximately as far east as one hundred miles east of the westerly boundary of the Province of Saskatchewan.

One of the most gratifying features of the statistics covering the past year is that General Merchandise shows a substantial increase of 174,624 tons.

The shipping interests doing business at this port are realizing more and more that undue dependence must not be placed on one or two commodities, particularly lumber and grain which, as experience has shown, are particularly sensitive to market and seasonal conditions. Consequently, persistent efforts are being put forth to stimulate other traffic developments along the lines of paper, pulp, canned and cured fish, fresh fish out of cold storage, frozen fresh fruits, canned fruits, fish and vegetable oils, eggs, poultry, butter and other products which will prove acceptable in world markets, as has in many cases been already demonstrated, and which British Columbia and prairie provinces are well adapted to produce and doubtless will produce in increasing quantities under the encouragement of steadily improving shipping service, together with economical and fully equipped storage and terminal facilities.

### TOTAL TRADE OF PORT

To conclude this section, the total trade of the port in 1929 was, for reasons already indicated, somewhat lower than the year 1928 (which was phenomenal by reason of the record movement of over 97,500,000 bushels of grain) but it was nearly 2,000,000 tons ahead of the highest year but one in the history of the port, namely, 1926.



*Flour for the Orient.*

## NEW STEAMSHIP LINES AND ADDITIONS

These include the Klaveness Line, now operating four new steamers to the Orient, which number will, it is expected, be increased to eight by the end of 1930. Meantime these steamers, which have a tonnage of 8,500 tons and a speed of  $14\frac{1}{2}$  to  $16\frac{1}{2}$  knots, run on a monthly schedule. It is anticipated that the steamers to be added to this fleet will be provided with refrigerator space and tanks for vegetable oils.

The new palatial "Empress of Japan" ordered for the Canadian Pacific Railway Company is expected to arrive here in the spring of 1930 to augment the Company's Trans-Pacific service. This company has also under construction for its Pacific Coast service two new modern steamers, "Princess Elizabeth" and "Princess Joan."

The Empire Shipping Company greatly improved its passenger, freight and refrigerator service to the East Coast of South America.



*Piers of the Canadian Pacific Railway Company. "A," "B-C" and "D."*





*Types of New Vessels Using the Port. Top, M.V. "Delftdyk;" Centre, M.V. "Oakland;" Bottom, M.V. "Bonnerille."*



*S.S. "Orient City" Inaugurating New Service to Australian Ports.*

Sir Wm. Reardon Smith and Sons Limited inaugurated a monthly service to Vancouver and later increased it to two vessels monthly. These are vessels of 8,500 tons.

Other services inaugurated were monthly sailings to Sydney and Melbourne by the Australia British Columbia Shipping Company and sailings by the Royal Belge Line.

The Kingsley Navigation Company Limited, which is owned by the Pacific Lime Company Limited and which was operating two vessels in a regular general freight service between British Columbian and Californian ports added to its fleet in the latter part of 1929 the S.S. "Kingsley" (formerly the "Canadian Coaster") and the S.S. "Rosebank" (formerly the "Canadian Observer"). Three of the company's vessels have a tonnage of 3,900 tons, the fourth having a tonnage of 2,200 tons, all of which are engaged in the British Columbia-California trade.

Canadian National Steamships has under construction for Pacific Coast service three new vessels, "Prince Henry," "Prince David" and "Prince Robert." These vessels, which are 384 feet in length, are designed to be capable of developing a speed of  $22\frac{1}{2}$  knots. They are expected to arrive at Vancouver for service in summer of 1930.



Top View Shows the New 50,000-bushel Addition to the Pool's No. 1 Elevator. Bottom, New 1,000,000 bushel Addition to Midland Pacific Elevator, No. 16, Vancouver.



Arrangements were also made during the year for additions to the French Line and the Hamburg-American Line.

These new steamship lines and additions are significant indications of faith in the minds of men well qualified to appreciate the trade advantages of this port.

### IMPROVEMENTS AND EXTENSIONS TO FACILITIES BY PRIVATE INTERESTS

The Alberta Wheat Pool, in anticipation of increasing requirements, added to its No. 1 Elevator further grain storage capacity of 2,750,000 bushels, making the total capacity of this elevator 5,150,000 bushels.

The Midland Pacific Terminal Limited, on the North Shore of the harbour, increased its grain storage accommodation by 1,000,000 bushels, raising its storage capacity to 1,500,000 bushels—these two extensions representing together 3,750,000 additional storage to the port, making the total grain storage capacity at the port of 14,385,000 bushels.

The Japan Wharf, also on the North Shore, and operated by the Canadian Transport Company Limited, had its facilities improved by the construction of two transit sheds to facilitate the handling of general cargo in addition to the lumber cargoes which is the principal business conducted at this wharf.

The Terminal Dock and Warehouse Company Limited increased its dock space by 164 lineal feet.

Canadian National Steamships commenced fill on 5th December for a large extension to its coastal dock at foot of Gore Avenue. The reconstructed dock will carry two large transit sheds and will cost in the vicinity of \$1,000,000.

### IMPROVEMENTS BY COMMISSIONERS

On the property acquired some time ago by the Commissioners, at the foot of Dunlevy Avenue (formerly known as the Hastings Mill property) the demolition of old structures on the premises and the destruction of useless material was proceeded with during the winter so as to have the property in readiness for extensive developments that are planned to be carried out.

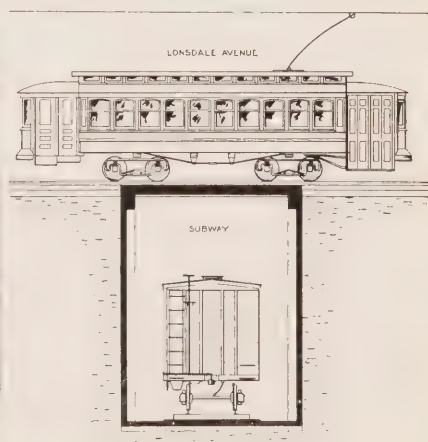
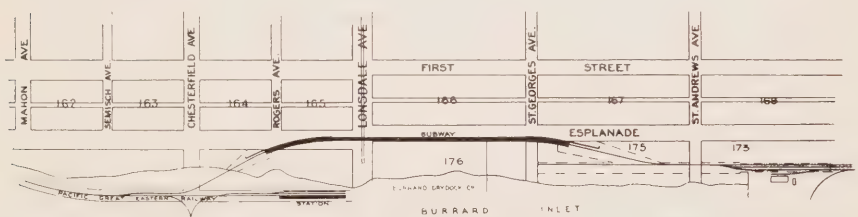
Among the proposed facilities to be added to the port in this central vicinity is a modern deep sea pier. Plans of the structure have not yet been completed but it will be located to the west of the Ballantyne Pier. On January 26, 1929, construction of the fill for this new pier was undertaken and 580,000 cubic yards of the total requirement of 867,000 cubic yards were placed by 6th August. The balance of the fill will be laid down when definite plans of construction have been prepared and the main fill now in place will allow for satisfactory settlement before construction of the pier commences.

### GLEN DRIVE STORAGE YARD

This extensive yard was further improved by additional ballasting to increase the stability and permanence of the tracks.

### WATERFRONT ROADWAY

The first unit of this roadway, extending from Victoria Drive along the South Shore to Nanaimo Street, was completed and has been in use



*Views of North Vancouver Subway.*



*Opening of the North Vancouver Subway by Their Excellencies Lord and Lady Willington, April 24th, 1929.*

for some time. The purpose of this roadway is to give vehicular access to industrial and shipping concerns now located or that may locate in this vicinity. The length of the section constructed is approximately one mile.

#### TERMINAL RAILWAY

The subway under Lonsdale Avenue, North Vancouver, which serves as connecting link between the West end of the North Shore section of the Terminal Railway and the tracks of the Pacific Great Eastern Railway, was officially opened 24th April, 1929, Their Excellencies the Governor-General of Canada and Lady Willingdon graciously consenting to perform the official ceremony.

On 21st October, after considerable negotiation, a switching arrangement was entered into between the Pacific Great Eastern Railway Company and the Commissioners, with the desirable result that switching from the Capilano River along the Pacific Great Eastern Railway and the Harbour Terminal Railway, right to the False Creek terminals is under one control, namely the Commissioners.

To meet increasing demands, the Commissioners improved the motive power of the terminal railway by purchasing a new switching locomotive of the most modern type; and to facilitate the supply of oil fuel to their locomotives a 20,000-gallon fuel oil tank, with necessary pumping and incidental equipment, was installed adjoining the roundhouse at Lapointe Pier Yard.

#### HARBOUR SURVEYS

During the year an engineering survey of the harbour was completed and bench marks established along the North Shore. Extensive soundings were taken for harbour records.

#### MAINTENANCE

Extensive maintenance was carried on satisfactorily. A number of structures, including Ballantyne Pier and Prospect Point Signal Station, were repainted and various protective works at piers and jetties were renewed. All facilities and equipment have been maintained in good order.

## NAVIGATIONAL AIDS

A dangerous rock in line of approach to Belcarra Landing in North Arm of Burrard Inlet was marked by a concrete beacon supporting a day mark.

The shoal bank on the north side of the Second Narrows was marked by a black pile dolphin supporting an occulting white light. This aid is placed seven cables east of Second Narrows Bridge and is valuable for vessels bound either way.

A white post on a concrete base was erected just below H. W. mark on Roche Point. The post is surmounted by an unwatched occulting light twenty feet (20 feet) above sea level at H. W., and marks the turning point to the North Arm of the Inlet.

Two dolphins were driven to mark the edge of the bank on the north side of the First Narrows, marked one and two (1 and 2) as approaching from the westward.

Soundings and re-examination of ship berths and other portions of the harbour were carried out and the information obtained is available to shipmasters and others.

Among important shipping men who visited the harbour during the year were the following:

Mr. B. Elliott Common, Common Bros., Newcastle upon Tyne, England.

Sir Edmund Vestey, Blue Star Line, London, England.

Mr. Jas. Barclay, Managing Director, Robt. Brown & Co., Glasgow, Scotland.

Mr. C. F. Rymer, Liverpool, England.

Mr. C. B. Carrick, Newcastle upon Tyne, England.

Mr. Berger, General Manager, Hamburg-America Line, Hamburg, Germany.

J. S. Maclay, Esq., Maclay & McIntyre Ltd., Glasgow, Scotland.

Hon. Joseph Maclay, Maclay & McIntyre Ltd., Glasgow, Scotland.

Mr. H. Gether and Mr. A. Reimann, Directors, Orient Steamship Co., Copenhagen, Denmark.

Mr. Klaveness, Klaveness Line, Oslo, Norway.

Lord Andrew Weir and Mr. J. W. Weir, Glasgow, Scotland.





*Views of Entrance to Inner Harbour of the Port of Vancouver. Prospect Point Signal Station and Brockton Point Lighthouse.*

Sir Wm. Reardon Smith and Mr. Wm. Smith, Cardiff, Wales.

Mr. T. L. Duff, T. L. Duff & Co. Ltd., Glasgow, Scotland.

Mr. A. P. Van Hoey Smith, P. A. Van Es & Co., Rotterdam, Holland.

Mr. R. S. Dalglish and Mr. L. S. W. Dalglish, R. S. Dalglish Ltd., Newcastle upon Tyne, England.

Mr. Chas. Donaldson, Donaldson Line, Glasgow, Scotland.

Mr. F. J. M. Keefe, Freight Traffic Manager, Royal Mail Steam Packet Co., London, England.

Mr. R. A. Constantine, Middlesbrough, England.

Mr. Wm. Burn, London, England.

L. E. Reford, Esq., Robt. Reford Co. Ltd., Montreal, Canada.

Mr. Paul Nolze, San Francisco, and Mr. A. Mesicke, of North German Lloyd.

Mr. Robt. Dollar, Dollar Line, San Francisco.

Among vessels visiting the port were:

U. S. Ship "Mississippi."

H. I. J. M. S. "Asama" and "Iwate."

Chilean Training Ship "General Baquedano."

At the suggestion of the Commissioners, the following new vessels of the Reardon Smith Line were named after B. C. cities: "New Westminster City," "Prince Rupert City," "Vernon City," "Victoria City," and "Vancouver City."

Attached are various tables of reliable port statistics prepared by the Commissioners.





*Pipes for Eastern Ocean Terminal Docks.*

## COMPARATIVE RECORD OF SHIPPING—1928 AND 1929

## DEEP SEA

This includes all vessels trading outside Cape Flattery

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	133	137	715,718	759,089	452,646	472,719
February	103	111	553,842	604,136	345,882	378,370
March	109	129	642,941	744,994	399,983	464,272
April	118	108	685,853	617,199	432,399	381,202
May	100	96	561,852	525,031	350,648	330,618
June	106	107	561,679	611,837	347,239	379,084
July	91	96	488,628	532,491	301,834	330,253
August	98	103	570,513	564,496	357,750	350,362
September	101	94	566,108	517,141	348,482	323,164
October	116	106	630,456	630,187	396,605	390,364
November	135	105	764,501	571,609	479,434	357,170
December	134	103	739,928	600,004	461,189	375,216
Total	1,344	1,295	7,481,479	7,278,214	4,674,091	4,532,794

## COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—Continued

## DEEP SEA

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January.....	140	138	723,425	734,547	458,008	457,511
February.....	119	116	653,954	649,201	407,519	406,319
March.....	110	129	626,272	728,275	390,915	454,727
April.....	116	108	674,813	621,075	423,155	385,369
May.....	106	96	603,956	530,776	379,621	330,188
June.....	107	106	571,316	603,154	354,571	377,134
July.....	89	105	497,305	577,160	306,543	358,165
August.....	101	103	573,070	581,601	356,905	360,210
September.....	92	89	532,644	474,627	329,090	297,260
October.....	118	104	617,926	637,508	388,755	396,680
November.....	128	104	730,786	568,398	455,557	352,899
December.....	133	106	762,172	619,289	476,068	386,792
Total	1,359	1,304	7,567,639	7,325,611	4,726,707	4,563,251

## COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—Continued

## FOREIGN COASTWISE

This includes all vessels trading to Puget Sound and Alaska

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	108	109	237,167	231,295	131,132	118,884
February	108	113	249,084	209,423	137,970	106,473
March	126	125	253,487	241,565	140,937	123,212
April	121	142	239,644	247,319	123,309	128,198
May	126	142	358,072	399,063	177,760	193,743
June	144	137	490,510	465,789	238,628	228,407
July	145	142	431,707	199,117	210,520	244,736
August	145	132	494,339	492,268	241,318	238,846
September	121	124	437,332	434,686	211,838	212,037
October	111	141	373,328	426,743	186,977	215,758
November	110	119	328,789	260,592	171,137	146,307
December	105	111	252,853	246,059	138,402	140,605
Total	1,470	1,537	4,146,312	4,153,919	2,109,982	2,097,206

COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—*Continued*

## FOREIGN COASTWISE

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	112	110	236,688	227,950	131,426	116,804
February	110	105	248,914	207,859	137,270	104,944
March	125	129	251,278	241,569	139,887	123,756
April	121	131	244,411	245,770	125,783	126,793
May	125	151	354,973	405,131	175,924	197,525
June	143	137	491,166	462,832	238,895	226,573
July	143	146	433,011	500,439	211,132	245,996
August	153	130	495,749	494,257	242,513	239,873
September	119	126	432,616	434,855	209,415	212,286
October	116	138	375,525	422,253	188,542	212,928
November	105	118	326,736	264,245	169,886	148,877
December	107	114	257,379	245,323	140,787	139,636
Total	1,479	1,535	4,148,446	4,152,483	2,111,460	2,095,991

COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929 - *Continued*

## LOCAL COASTWISE

This includes all vessels trading in British Columbia waters only

## ARRIVALS

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	1,240	1,324	518,624	570,191	328,676	349,844
February	1,301	1,216	497,857	515,419	323,919	316,848
March	1,400	1,581	548,114	631,132	356,585	402,913
April	1,451	1,577	567,538	636,096	367,556	409,394
May	1,786	1,877	729,142	728,416	448,388	457,793
June	1,727	1,933	865,202	821,749	511,219	493,844
July....	1,874	1,799	805,316	882,286	484,580	507,277
August	1,780	1,961	842,272	917,178	505,032	539,892
September	1,700	1,983	706,622	805,309	453,204	498,871
October	1,836	2,064	635,494	692,175	418,923	485,302
November	1,728	1,735	570,317	700,740	377,525	415,719
December	1,447	1,414	598,935	699,056	382,891	403,329
Total	19,270	20,464	7,885,433	8,599,747	4,958,498	5,281,026

## COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—Continued

## LOCAL COASTWISE

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	1,236	1,332	517,644	572,151	328,976	351,244
February	1,313	1,233	500,797	519,584	326,019	319,823
March	1,403	1,568	548,849	627,947	357,110	400,638
April	1,443	1,564	565,578	632,911	366,156	407,119
May	1,753	1,866	721,057	725,721	442,613	455,868
June	1,749	1,925	870,592	819,789	515,069	492,444
July	1,880	1,834	806,786	890,861	485,630	513,402
August	1,774	1,938	840,802	911,543	503,982	535,867
September	1,712	1,974	709,562	803,104	455,304	497,296
October	1,822	2,017	632,064	678,700	416,473	475,677
November	1,721	1,867	568,602	697,065	376,300	413,094
December	1,464	1,414	603,100	703,221	385,866	406,304
Total	19,270	20,532	7,885,433	8,582,597	4,959,498	5,268,776



## COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—Continued

## TOTAL SHIPPING—ALL CLASSES

## ARRIVALS

Month	No. of Vessels	Gross Tons		Net Tons	
		1928	1929	1928	1929
January	1,481	1,470,969	1,560,575	912,454	941,447
February	1,512	1,300,783	1,328,978	807,771	801,691
March	1,635	1,444,542	1,617,691	897,505	990,397
April	1,690	1,493,035	1,500,614	923,264	918,794
May	2,012	1,649,066	1,652,510	976,796	982,154
June	2,109	1,725,651	1,899,375	996,934	1,101,335
July	1,978	1,917,391	1,913,894	1,097,140	1,082,266
August	2,023	1,907,124	1,973,942	1,104,100	1,129,100
September	1,922	1,710,062	1,757,136	1,013,524	1,034,072
October	2,063	1,639,278	1,749,105	1,002,505	1,091,424
November	1,973	1,663,607	1,532,941	1,028,096	919,196
December	1,686	1,591,716	1,545,119	982,482	919,150
Total	22,084	19,513,224	20,031,880	11,742,571	11,911,026

COMPARATIVE RECORD OF SHIPPING, 1928 AND 1929—*Continued*

## TOTAL SHIPPING—ALL CLASSES

## DEPARTURES

Month	No. of Vessels		Gross Tons		Net Tons	
	1928	1929	1928	1929	1928	1929
January	1,488	1,580	1,477,757	1,534,648	918,410	925,559
February	1,542	1,454	1,403,665	1,376,644	870,808	831,086
March	1,638	1,826	1,426,344	1,597,791	887,912	979,121
April	1,680	1,803	1,484,802	1,499,756	915,094	919,281
May	1,984	2,113	1,679,986	1,661,628	998,158	983,581
June	2,112	2,168	1,737,102	1,885,775	1,003,305	1,096,151
July	1,999	2,085	1,933,074	1,968,460	1,108,535	1,117,563
August	2,028	2,171	1,909,621	1,987,401	1,103,400	1,135,950
September	1,923	2,189	1,674,822	1,712,586	993,809	1,006,842
October	2,056	2,259	1,625,515	1,738,461	993,770	1,085,285
November	1,954	2,089	1,626,124	1,529,708	1,001,743	914,870
December	1,704	1,634	1,622,651	1,567,833	1,002,721	932,732
Total	22,108	23,371	19,601,518	20,060,691	11,797,665	11,928,021

## DEEP SEA RECAPITULATION FOR YEAR 1929

Month	No. of Vessels	Gross Tons	Net Tons	British	U. S. A.	Japan	Norway	Germany	Denmark	Sweden	Holland	France	Italy	Belgium	Greece	Panama	Nicaragua	Mexico	Totals	S. S.	M. V.	S. V.
January	137	759,089	472,719	57	34	30	4	3	2	3	1	2	1						137	114	23	
February	111	604,136	378,370	34	29	28	4	4	2	3	3	2	2						111	88	23	
March	129	744,994	464,272	55	23	26	9	3	4	2	2	3	1	1					129	88	41	
April	108	617,199	381,202	42	30	20	4	4	2	2	1	1	2						108	81	27	
May	96	525,031	330,618	34	29	17	2	4	2	3	2	1	2						96	72	24	
June	107	611,837	379,084	33	36	17	6	2	3	2	4	2	1		1				107	80	27	
July	96	532,491	330,253	36	30	14	4	4	1	2	2	1							96	71	25	
August	103	564,496	350,362	38	34	13	7	3	4	1	1	1	1						103	74	29	
September	94	517,141	323,161	35	28	14	4	4	2	1	2	3	1						94	68	26	
October	106	630,187	390,364	37	29	11	7	5	4	3	2	2	2	1		1	1	1	106	73	33	
November	105	571,609	357,170	33	37	12	11	3	1	2	1	2	2	1					105	71	31	3
December	103	600,004	375,216	32	33	17	6	6	1	3	2	1	1	1					103	80	23	
Totals	1,295	7,278,214	4,532,794	466	372	219	68	45	28	27	23	22	17	4	1	1	1	1	1,295	960	332	3

## OCEAN-GOING VESSELS SINCE 1909

Year	No. of Vessels	Net Tons	Britain	U. S. A.	Japan	Norway	France	Holland	Denmark	Sweden	Russia	Mexico	Pern	Chile	Italy	China	Spain	Nicaragua	Panama	Germany	Belgium	Greece	Guatemala	Steamers	Motor Vessels
1909	71	195,789	36	20		7	1					1								7				51	
1910	84	236,579	56	13			1					3								10				72	
1911	90	351,098	54	27		7	1													4				77	
1912	112	288,656	59	37	4	5			1	1			3	3	1					1				102	
1913	132	365,953	67	48	4	1			1	1			1	1						7				118	
1914	No Records Available																								
1915	237	683,538	76	115	37	2			1		5	1												225	
1916	343	928,006	102	175	46	14			2		2	2												327	
1917	240	708,094	87	102	34	13			1	3						1								230	1
1918	298	851,186	96	146	41	10			2	1	1					1								275	14
(Nine Months)																									
1919	328	1,016,177	122	114	28	17	32	3	5		7													316	4
1920	336	1,163,699	154	150	15	3	9	3		2														316	9
1921	496	1,867,265	190	190	84	5	4	10	6		6	1												481	10
1922	717	2,474,724	303	225	122	25	15	17	7	3														659	52
1923	845	2,804,883	338	283	129	37	18	15	8	7					1		1	1		7				778	55
1924	1,009	3,404,355	422	293	123	71	19	20	21	11		2		4	3	2	2	2	5	27				924	76
1925	916	3,175,885	376	285	117	28	19	17	11	12								1	1	12	1	3		790	118
1926	1,071	3,698,066	430	283	158	63	23	21	24					19					5	18	5	1		869	197
1927	1,123	3,779,015	445	327	155	54	25	22	25	24				23					3	18				880	241
1928	1,344	4,764,091	533	352	222	69	20	23	37	32					18		1		2	35	4	1		1,047	297
1929	1,295	4,532,794	466	372	219	68	22	23	28	27		1			17			1	1	45				960	332

## DEEP SEA IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	86,236	132,317	15,734	162,749
February	113,010	109,644		56,701
March	78,136	148,771	87,308	205,912
April	126,888	143,316	59,812	104,943
May	100,934	113,264	38,500	35,970
June	93,400	178,553	54,986	137,660
July	131,554	137,733	29,753	61,891
August	89,957	201,812	145,648	85,422
September	156,204	110,969	58,939	189,956
October	82,397	170,857	2,800	38,461
November	119,905	131,944	50,924	232,159
December	135,506	138,908	82,528	88,750
Total	1,314,127	1,718,088	656,932	1,400,574

## DEEP SEA EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	545,582	567,142	41,734,834	38,166,415
February	425,577	455,377	36,982,807	34,981,045
March	413,430	599,720	29,143,094	35,921,813
April	460,376	328,604	41,543,392	33,537,148
May	312,311	253,252	54,799,982	34,112,149
June	213,224	248,554	43,946,441	35,869,900
July	238,266	199,843	49,993,974	37,834,789
August	189,655	136,001	38,854,044	32,297,824
September	154,401	128,650	32,077,610	32,160,192
October	311,076	241,378	24,717,193	26,109,496
November	532,258	202,055	49,983,245	22,699,678
December	561,935	258,577	36,986,818	29,599,655
Total	4,358,091	3,619,153	480,763,434	393,290,104

## FOREIGN COASTWISE IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	2,032	2,426	9,427	8,640
February	1,570	1,996	2,001	14,591
March	3,885	2,823	838,862	284,007
April	1,913	4,802	199,612	583,910
May	1,665	3,996	36,132	996,004
June	2,607	2,223	1,800	284,177
July	1,599	4,083	1,750	844,915
August	4,167	2,224	756,505	132,500
September	3,126	4,251	665,030	773,350
October	2,443	4,303	4,200	2,650
November	3,452	5,783	472,115	35,711
December	2,535	3,265	65,000	13,509
Total	30,994	42,175	3,052,434	3,973,964

## FOREIGN COASTWISE EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	759	4,131	172,714	1,747,581
February	4,059	3,130	1,402,256	1,015,975
March	4,364	5,195	1,787,378	3,653,395
April	6,468	11,826	2,943,250	4,885,253
May	4,011	2,430	295,646	775,635
June	5,741	7,195	2,445,786	2,680,243
July	1,576	1,064	1,033,610	185,000
August	7,056	808	2,368,903	1,512
September	2,080	1,832	476,000	224,975
October	2,691	1,376	539,366	10,600
November	2,311	1,322	928,829	245,738
December	2,931	1,320	784,625	225,700
Total	44,017	41,629	15,178,363	15,651,607

## LOCAL COASTWISE IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	180,102	223,167	49,751,474	57,773,388
February	228,446	216,103	61,529,737	66,515,383
March	288,132	268,081	77,073,426	93,613,554
April	269,584	256,096	86,066,582	78,652,568
May	302,259	342,396	103,691,782	120,615,557
June	333,482	310,104	111,456,834	103,606,259
July	323,295	285,204	98,309,422	92,258,944
August	326,081	333,799	100,671,421	109,206,149
September	310,287	292,389	90,307,783	64,555,394
October	323,475	311,741	94,470,213	75,092,685
November	294,384	261,372	88,997,046	62,256,835
December	321,518	208,197	96,664,835	55,716,254
Total	3,501,045	3,308,649	1,058,990,555	979,862,970

## LOCAL COASTWISE EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January	32,903	75,878	2,324,574	9,509,978
February	43,682	57,782	5,373,477	7,452,972
March	43,471	72,214	7,842,005	10,990,831
April	44,600	80,959	8,863,636	9,289,530
May	46,265	63,486	5,821,305	6,766,938
June	66,733	76,054	14,417,073	5,060,182
July	47,415	64,140	3,566,335	5,392,181
August	85,406	105,529	10,646,312	12,017,479
September	63,211	77,691	7,817,696	11,495,522
October	69,741	74,513	4,894,670	4,424,606
November	58,762	73,622	6,338,227	8,303,349
December	49,294	46,327	4,280,416	1,817,777
Total	651,483	868,195	82,185,726	92,521,345



## TOTAL IMPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January .....	268,370	357,910	49,806,635	57,944,777
February .....	343,026	327,743	61,531,738	66,586,675
March .....	370,153	419,675	77,999,596	94,103,473
April .....	398,385	404,214	86,326,006	79,341,421
May .....	404,858	459,656	103,766,414	121,647,531
June .....	429,489	490,880	111,513,620	104,028,096
July .....	456,448	427,020	98,340,925	93,165,750
August .....	420,205	537,835	101,573,574	109,424,071
September .....	469,617	407,609	91,031,752	65,518,700
October .....	408,315	486,901	94,477,213	75,133,796
November .....	417,741	399,099	89,520,085	62,524,705
December .....	459,559	350,370	96,812,363	55,818,513
Total.....	4,846,166	5,068,912	1,062,699,921	985,237,508

## TOTAL EXPORTS

Month	Total Cargo Tons		Logs and Lumber Board Feet	
	1928	1929	1928	1929
January .....	579,244	647,151	44,232,122	49,423,974
February .....	473,318	516,289	43,758,540	43,449,992
March .....	461,265	677,129	38,772,477	50,566,039
April .....	511,444	421,389	53,350,278	47,711,931
May .....	362,587	319,168	60,916,933	41,654,722
June .....	285,698	331,803	60,809,300	43,610,325
July .....	287,257	265,047	54,593,919	43,411,970
August .....	282,117	242,338	51,869,259	44,316,815
September .....	219,692	208,173	40,371,306	43,880,689
October .....	383,508	317,267	30,151,229	30,544,702
November .....	593,331	276,999	57,250,301	31,248,765
December .....	614,160	306,224	42,051,859	31,643,132
Total	5,053,621	4,528,977	578,127,523	501,463,056

TOTAL WATER-BORNE TRADE OF THE PORT OF  
VANCOUVER, B. C., EXCLUSIVE OF INTER-  
HARBOUR MOVEMENTS

IMPORTS—TONS

Year	Local	Foreign	Total
1921.....	1,680,867	670,500	2,351,367
1922.....	2,207,127	838,500	3,045,627
1923.....	2,466,391	964,794	3,431,185
1924.....	2,504,538	1,004,689	3,509,227
1925.....	2,789,099	1,025,710	3,814,809
1926.....	3,502,212	1,174,698	4,681,910
1927.....	3,176,788	1,336,567	4,512,761
1928.....	3,501,045	1,345,121	4,846,166
1929.....	3,308,649	1,760,263	5,068,912

EXPORTS—TONS

Year	Local	Foreign	Total
1921.....	276,009	579,089	855,098
1922.....	310,875	1,091,306	1,402,181
1923.....	474,429	1,693,770	2,168,199
1924.....	497,935	2,686,043	3,183,978
1925.....	553,679	2,046,088	2,600,167
1926.....	598,914	2,754,598	3,353,512
1927.....	580,062	2,716,210	3,296,272
1928.....	651,483	4,402,138	5,053,621
1929.....	868,195	3,660,782	4,528,977

TOTAL IMPORTS AND EXPORTS—TONS

Year	Local	Foreign	Total
1921.....	1,956,876	1,249,589	3,206,465
1922.....	2,518,002	1,929,086	4,447,088
1923.....	2,940,820	2,658,564	5,599,384
1924.....	3,002,473	3,690,732	6,693,205
1925.....	3,342,778	3,071,798	6,270,980
1926.....	4,101,126	3,929,296	8,030,422
1927.....	3,756,850	3,852,777	7,609,627
1928.....	4,152,528	5,747,259	9,899,787
1929.....	4,176,844	5,421,045	9,597,889

## TRADE BY COUNTRIES—(TONS)

Country	Imports	Exports
Algeria .....		17
Annam .....		5
Arctic .....	3	1,298
Argentine .....	8,591	3,547
Australia .....	6,018	53,087
Bahamas .....	870	84
Barbados .....	2,326	3,049
Belgium .....	46,681	95,217
Belgian Congo .....		82
Bermuda .....	230	414
Bolivia .....		109
Borneo .....	20	37
British Columbia Points.....	3,308,649	868,195
British East Africa .....		61
British Guiana .....		848
British Honduras .....		244
Brazil .....	1,597	2
Burma .....		9
Canary Islands .....		57
Chile .....	101	1,283
China .....	35,535	561,288
Colombia .....	14,145	13,545
Cooks Islands .....		1
Costa Rica .....	32	229
Cuba .....	18,191	381
Cyprus .....		17
Czecho-Slovakia .....	3	19
Deep Sea Fisheries .....	3,924	
Denmark .....	81	54,561
Dominica .....	3	176
Dutch Guiana .....		79
Dutch East Indies .....	142	4
Dutch West Indies.....	9	350
Eastern Canada .....	67,201	63,840
Ecuador .....		83
Egypt .....		387
Fanning Islands .....	6	1

TRADE BY COUNTRIES—(TONS)—*Continued*

Country	Imports	Exports
Fiji .....	50,195	3,159
Finland		120
Formosa	16	1
France	16,786	141,523
French East Africa...		2
French West Africa.....		40
French Indo-China .....		94
Friendly Island		1
Germany	10,053	155,146
Gibraltar		7
Gold Coast		415
Greece	18	35,525
Guatemala .....	60	6
Haiti		49
Hawaii	2,139	253
Holland	7,021	134,404
India .....	9,804	910
Irish Free State ....		115
Italy ..	2,507	66,976
Jamaica	266	4,809
Japan .	57,012	1,029,958
Java	580	170
Jugo-Slavia	3,644	1
Korea	82	4,019
Latvia .		35
Leeward Islands		145
Liberia		262
Malaya	709	28
Madagascar	27	1
Malta		96
Martinique		169
Mauritius		33
Madeira		3
Mesopotamia	4	8
Mexico		1,261
Morocco	30	3
Miquelon		168

TRADE BY COUNTRIES—(TONS)—*Continued*

Country	Imports	Exports
New Caledonia .....		18
Newfoundland .....		3,110
New Hebrides .....		3
New Zealand .....	8,074	40,367
New Guinea .....		5
Nicaragua .....	138	87
Nigeria .....		165
Norway .....	334	12,256
Palestine .....		189
Panama .....	81	1,296
Peru .....	59,957	5,192
Philippine Islands .....	4,060	9,553
Portugal .....	20	8,624
Portugese East Africa.....		319
Rhodes Island .....		22
Salvador .....		25
Samoa .....		493
Siam .....		56
Society Islands .....		201
Solomon Islands .....	21	23
Sierra Leone .....		138
South Africa .....	149	14,165
Spain .....	4,818	206
Spanish West Africa.....		9
Sweden .....	1,366	42,270
Switzerland .....	63	40
Straits Settlements .....	7,710	986
Sumatra .....		78
Syria .....	15	38
Tahiti .....		7
Tonga Islands .....		19
Trinidad .....	3	10,519
United Kingdom .....	90,304	924,882
Uruguay .....		49
U. S. A.....	1,216,448	146,695
Venezuela .....	108	979
Windward Islands .....		372
Total.....	5,068,912	4,528,977

## EXPORTS OF CANNED FISH—(CASES)

Algeria .....	479
Argentina .....	1,715
Australia .....	285,653
Barbados .....	4,095
Bahamas .....	95
Belgium .....	60,858
Bermuda .....	180
Belgian Congo .....	2,278
Bolivia .....	2,100
Borneo .....	810
British East Africa .....	1,297
British Guiana .....	1,628
British Honduras .....	375
Brazil .....	54
Burma .....	250
Canary Islands .....	1,450
Chile .....	30,057
China .....	2,373
Colombia .....	8,730
Cooks Islands .....	120
Costa Rica .....	1,884
Cuba .....	70
Cyprus .....	457
Czecho-Slovakia .....	496
Denmark .....	1,997
Dominica .....	3,335
Dutch Guiana .....	2,052
Dutch West Indies .....	4,513
Eastern Canada .....	128,670
Ecuador .....	2,095
Egypt .....	8,170
Fiji .....	16,448
France .....	264,026
French West Africa .....	1,071
Friendly Islands .....	30
Germany .....	7,198
Gibraltar .....	75
Gold Coast .....	9,532
Greece .....	205
Guatemala .....	150
Holland .....	5,427
India .....	11,508
Irish Free State .....	500

EXPORTS OF CANNED FISH—(CASES)—*Continued*

Italy .....	141,190
Jamaica .....	4,897
Japan .....	107
Java .....	3,116
Jugo-Slavia .....	25
Leeward Islands .....	34
Liberia .....	6,978
Madagascar .....	30
Mauritius .....	875
Malta .....	1,541
Malaya .....	600
Mesopotamia .....	186
Mexico .....	3,227
Morocco .....	85
Mozambique .....	50
New Caledonia .....	450
New Guinea .....	10
New Hebrides .....	80
New Zealand .....	55,240
Nicaragua .....	1,467
Nigeria .....	4,818
Norway .....	630
Palestine .....	3,856
Panama .....	2,649
Peru .....	10,205
Philippines .....	700
Portuguese East Africa .....	7,580
Rhodes Island .....	620
Salvador .....	35
Samoa .....	7,901
Siam .....	105
Sierra Leone .....	3,822
Society Islands .....	450
Solomon Island .....	31
Solomon Islands .....	31
Spain .....	240
Spanish West Africa .....	235
Straits Settlements .....	7,420
Sumatra .....	1,975
Sweden .....	470
Switzerland .....	1,085
Syria .....	1,029
Tahiti .....	209



EXPORTS OF CANNED FISH—(CASES)—*Continued*

Tonga Islands .....	365
Trinidad .....	10,258
United Kingdom .....	166,369
United States .....	14,595
Uruguay .....	125
Venezuela .....	21,206
Windward Islands .....	179
Total .....	1,398,525



B. C. Salt Herring for Oriental Markets.

## EXPORTS OF CURED FISH—(TONS)

Australia .....	60
China .....	37,340
Denmark .....	12
Fiji .....	3
Germany .....	167
Hawaii .....	33
Holland .....	71
Japan .....	18,749
Korea .....	125
Norway .....	31
Sweden .....	21
United Kingdom .....	17
United States .....	291
 Total .....	 57,280

## EXPORTS OF APPLES—(BOXES)

Argentine .....	3,850
China .....	9,761
Denmark .....	6,750
Fiji .....	805
French Indo-China .....	100
Germany .....	3,749
Hawaii .....	41
Java .....	130
New Zealand .....	35,207
Philippines .....	17,670
Sweden .....	2,242
United Kingdom .....	72,529
United States .....	110
 Total .....	 152,944

## EXPORTS OF GRAIN—(BUSHELS)

Belgium .....	2,788,788
Barbados .....	59,085
British Guiana .....	1,694
British Columbia Points .....	176,693
China .....	7,276,597
Colombia .....	440,658
Denmark .....	1,756,692
Eastern Canada .....	5,617
France .....	4,037,745
Germany .....	4,313,352
Greece .....	1,183,896

EXPORTS OF GRAIN—(BUSHELS)—*Continued*

Holland .....	4,034,158
Italy .....	2,021,381
Japan .....	15,702,356
Jamaica .....	5,694
Nicaragua .....	1,439
Norway .....	406,374
New Zealand .....	523,054
Peru .....	149,332
Philippines .....	15,409
Portugal .....	287,467
Sweden .....	1,404,392
South Africa .....	121,630
Trinidad .....	117,729
United Kingdom .....	27,152,215
United States .....	667
Total .....	73,984,114

## EXPORTS OF FLOUR—(BARRELS)

Australia .....	100
Barbados .....	3,350
British Guiana .....	773
China .....	1,737,782
Costa Rica .....	1,325
Denmark .....	6,670
Dominica .....	160
Fiji .....	40
France .....	2,903
Finland .....	220
Germany .....	11,598
Haiti .....	490
Holland .....	220
Japan .....	776,070
Java .....	275
Jamaica .....	28,188
New Zealand .....	56,090
Philippines .....	29,442
Straits Settlements .....	414
Sweden .....	220
Salvador .....	222
Trinidad .....	39,039
United Kingdom .....	61,007
United States .....	2,188
Windward Islands .....	358
Total .....	2,759,144

## EXPORTS OF LEAD—(TONS)

Argentine .....	60
Belgium .....	4,495
China .....	1,314
Colombia .....	378
Denmark .....	504
France .....	5,652
Germany .....	1,766
Holland .....	3,528
Japan .....	19,899
Peru .....	35
South Africa .....	45
United Kingdom .....	31,613
Uruguay .....	28
Total .....	72,317

## EXPORTS OF ZINC—(TONS)

Argentine .....	1,815
Belgium .....	2,661
China .....	676
Chile .....	168
France .....	2,904
Germany .....	4,005
Holland .....	2,997
India .....	336
Japan .....	5,509
Siam .....	28
United Kingdom .....	14,322
Total .....	35,421

## EXPORTS OF LOGS AND LUMBER—(BOARD FEET)

Argentine .....	204,370
Arctic .....	200,916
Australia .....	8,077,483
Barbados .....	873,797
Belgium .....	1,229,704
British Columbia Points .....	92,521,345
British East Africa .....	3,260
British Guiana .....	383,322
Burma .....	50,037
China .....	33,249,908
Colombia .....	6,739
Denmark .....	238,089
Dominica .....	25,630
Dutch West Indies .....	40,238
Eastern Canada .....	34,373,709

EXPORTS OF LOGS AND LUMBER—(BOARD FEET) *Continued*

Fiji	1,131,419
France	1,114,539
Germany	7,120,204
Gold Coast	46,925
Holland	2,491,675
India	91,117
Irish Free State	64,123
Italy	896,047
Jamaica	924,896
Japan	189,998,636
Korea	2,414,449
Leeward Islands	93,631
Martinique	112,559
Mexico	526,038
New Zealand	8,696,930
Newfoundland	2,047,126
Peru	153,750
Solomon Islands	14,277
Samoa	833
Sierra Leone	118,958
Society Islands	122,471
South Africa	5,990,252
Spain	133,098
Trinidad	2,106,054
United Kingdom	32,424,061
United States	70,845,701
Venezuela	149,922
Windward Islands	154,818
Total	501,463,056

## PASSENGER TRAFFIC

Month	Passengers Landed		Passengers Shipped	
	1928	1929	1928	1929
January	19,391	24,815	24,325	24,175
February	23,559	18,149	23,344	22,175
March	24,365	29,025	22,780	29,644
April	35,287	29,968	34,069	30,880
May	37,925	42,441	38,008	43,757
June	61,251	62,598	64,618	64,694
July	99,556	107,899	106,463	112,194
August	101,417	100,545	96,135	97,035
September	47,935	51,009	48,647	49,405
October	26,113	29,051	29,204	32,646
November	23,717	26,632	25,477	27,789
December	28,227	28,160	26,858	27,359
Total	528,743	550,292	539,928	561,753





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